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Ford Full Size	1957 - 91	Mustang/Pinto/Torino 1964 - 91
Elite/Fairlane/Fairmont	1966 - 80	Thunderbird 1967 - 92

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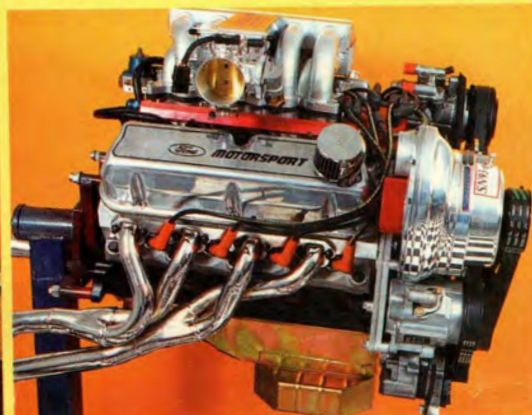
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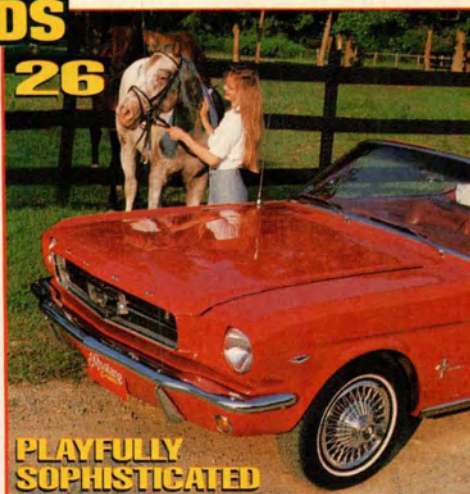
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## ON THE COVER

Mustang & Fords brings you exciting do-it-yourself mods and projects in this issue. Ed Marsh of Windsor-Fox Performance Engineering knows a thing or two about building a high-tech restomod. Here, Ed muscled a new Ford Motorsport SVO GT40 crate engine into the front office of a '67 Mustang fastback, which will yield clean, fuel-efficient performance. Talk about brute performance and 25 mpg! With a Windsor-Fox 5.0L or 5.8L conversion, you can have it all. Read about it on page 88. Scott Killeen shot this striking image. Contributing Editor Isaac Martin brings us the blown 377ci stroker engine force-fed by Paxton and created by Probe Industries. Read about it on page 34.

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# Editorial

## Tipping The Hat To Those Who Serve Us

**S**eems law enforcement has taken a beating in the news all over the country lately. There's news of corruption, sloppy investigative work, police brutality—it just doesn't make us feel good about the police. Nowhere is this more apparent than here in Los Angeles where the LAPD has been under close scrutiny by the news media not only in our fair city, but across the nation. Indeed, it has never been tougher to be a cop.

In this issue of *Mustang & Fords*, we have two good Southern California police officers who love vintage Mustangs. And they love their work, too. These gentlemen practice their enthusiasm for the breed like they practice their professions. They're darn good at both. Neal Rein drives a retro-restomod '65 Mustang fastback employing neat period performance pieces from the '60s. Don Fallon occasionally drives and aggressively shows a concours restored '70 Boss 302 SportsRoof. Enforcement of their love for the breed begins on page 56.

Because I have always been fascinated with law enforcement and sociology, I've wanted to know what it was like to be a police officer. Every time I've seen those blistering blue and red cherries in the rearview mirror, I've wanted to know what it was like to be on the other side. Officer Fallon of the Palm Springs Police Department, a close friend and fellow enthusiast, invited me along for a view of society as seen from the other end of the long and intimidating Crown Victoria hood. I've been in two ride-alongs since and learned a lot about police work.

Perhaps my fascination with police work is genetic. My late grandfather on my mother's side, Lt. Paul W. Proctor, was a Washington, D.C. Metropolitan policeman. He then served on the White House police force during the Roosevelt and Truman Administrations before retiring in 1952 after a long and distinguished career in law enforcement. Granddad spent his retirement years bouncing my sisters and me on his knee, teaching us important values that have since been lost in our society. He loved history, music, horses, ice cream and Culpeper, Virginia. And when Granddad hugged us with those powerful forearms, we felt safe, secure and loved.

Granddad passed away peacefully in 1966—a lifetime ago—but I've never forgotten the special way he impacted my life. Sadly, I don't believe my grand-

father would recognize Washington or our troubled nation today. The mean streets of our nation's capital were a lot safer 60 years ago when Granddad was walking the beat.

Police today see a world that you and I aren't trained to see. They must exercise snap judgement, which can make the difference between a successful arrest and conviction or a felon returning to the streets. A split-second decision can make the difference between life



**Neal Rein patrols the streets of Southern California's Ventura County in a retro-restomod '65 Mustang fastback when he's not on duty in Simi Valley.**



**Don Fallon, a Palm Springs police officer. Off duty, he is sworn to uphold and protect the Boss legacy.**

and death for an officer staring eternity in the face down the barrel of a shaking revolver. How quickly can you make such a critical decision?

If you think the job is easy, think again. It is among the most challenging career fields that we have ever witnessed because it requires split-second, street-smart decision making. There are times when it scares the living fire out of you because it isn't Hollywood—it's real, and it's dangerous. Being a cop has never been a more hazardous occupation than it is today. Police work remains one of the most dangerous career fields, especially in

large American cities where police officers often die at the hands of the vermin roaming our streets. Last year, 157 police officers died in the line of duty in the United States.

Being a good cop is more than flashing a badge, asking for a license and registration or the stereotypical downing of a donut and coffee. Rarely does the occupation yield the glory we once associated with Joe Friday on "Dragnet" or NBC's "Columbo." Mostly, being a cop is hours of watching and waiting, with more than its share of scut work. It is the most intense 10-12 hours you'll ever spend if you do a ride-along with a good cop, especially if you spend it in Los Angeles, St. Louis or Washington, D.C.

When you get right down to it, being a good cop is just plain, old-fashioned, roll-up-your-sleeves hard work. Physical challenges demand that an officer remain in good shape. And there are the ever-present mental challenges. Being a good cop means serving people who are destitute and troubled. It means protecting the populous from people who are a threat to society. And it carries the greatest responsibility of any civic occupation.

Dedicated professionals like Fallon and Rein go to their jobs daily to ensure that law and order maintain a respected and honored stature in our society. But each understands how quickly law and order are being lost from coast to coast. These men, and millions of their contemporaries—male and female—are endlessly challenged by the unsettled society they are sworn to protect.

Officer Fallon, for example, closely interacts with the ghettos and low-income neighborhoods of Palm Springs because that's what keeps him in touch. His ability to judge a situation is extraordinary. People in the community know and respect him because he does his job so well.

Officer Rein practices his profession cruising the streets of Simi Valley, a peaceful Los Angeles suburb where people can feel safe because they enjoy one of the best police departments in the nation. The Simi Valley Police Department keeps a lot of police officers on the streets and has lost only one cop in the line of duty in its history.

Fallon and Rein are the good cops we never hear about, and we would like to salute them in this issue. The next time you have the opportunity, tip your hat and render a thumbs-up to a cop because, while we need their support, the police need ours now more than ever.

—Jim Smart



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## Earliest Fastback?

In the January '96 issue, you have pictures in Ford News of a '65 Mustang fastback with a build date of "26J," which decodes as September 26, 1964. I have the impression that you were surprised by the early build date. I own a '65 fastback (5R09C135918) with a build date of "11J," which means September 11, 1964. Mine also has the '64½ hood and headlight doors just like the car you wrote about.

Is it possible to find out if my car could be the first fastback built—or the fifth or the 10th? Was there a breakdown of serial numbers for coupes, convertibles and fastbacks? I read somewhere that Falcons and/or Fairlanes came down the same assembly lines. Is this correct? Thanks for a great magazine.

David Coburn  
Paragould, AR

*David, thanks for sharing your fastback information with us. The Mustang fastback we unearthed at Mid-America Mustang in St. Charles, Missouri, was the first '65 fastback that we have ever seen with '64½ hood and headlight doors, hence the mention in Ford News in our January issue. Your fastback is yet another intriguing find.*

*While you do have an early fastback, it is not the earliest. According to the Mustang Production Guide, Volume 1 (1964½-1966), the earliest known mass-production '65 Mustang fastback is 5F09K250009 with a build-date code of "01H," indicating August 1, 1964. The earliest known fastback at San Jose is 5R09C131236, produced in late August 1964. While 5F09K250009 shows an "01H" date code, it was likely produced on or about August 17, 1964. We've never seen proof that any of the '65 Mustangs were produced as early as August 1, based on date codes observed on most of these borderline vehicles.*

*Mustangs shared assembly lines with other unibody Fords like the Falcon and Fairlane. Dearborn built Mustangs and Fairlanes from March through mid-June 1964, then Fairlane production was added to Kansas City. San Jose Fairlane production was added to Kansas City also in mid-June 1964. Mustang production began at San Jose in mid-July 1964. Falcons were built at Metuchen through January 1965, then Mustangs and Comets were built exclusively at this North Jersey plant from then on. Mustang and Falcon shared Dearborn in 1966, while Metuchen focused on Mustang alone. San Jose also focused on Mustang in 1966.*

*The Mustang Production Guide pro-*

*vides a lot of valuable information for Mustangers who want to know more. To buy a copy, send \$16.95 plus \$5 shipping (by check), payable to the Mustang Production Guide, Dept. MF, P.O. Box 883, Annandale, VA 20003. There are two volumes: Volume 1 is for 1964½-1966, and Volume 2 is for 1967-1973.*

## Rare Find

My father has purchased a '69 Ford Torino GT convertible. The serial number is 9H43Q20716. It has a Q-code 428 Cobra Jet with a 3.91:1 Traction-Lok Drag Pack. The previous owners said that it was the Pace Car for Mosport Park Raceway in Toronto, Ontario, Canada. People at the Lorain, Ohio, assembly plant said that 18-25 Torinos were produced for North America with this engine. It is an untouched, original Canadian car. How rare is this car, and how many were exported to Canada in 1969 with this drivetrain? Did they come with Cragar SS mags, and were air pumps used on Canadian 428 Cobra Jets?

Jean-Francois Pelletier  
Welland, Ontario, Canada

*Jean-Francois, we don't have information specific to your Torino. However, we do understand that Ford built a number of Mach 1 Mustangs and Torinos for American Raceways in 1970 for use as Pace Cars. American Raceways went bankrupt and never witnessed extensive use of these cars. It sounds as though your Torino may have been an isolated situation. For example, does it have a six-digit DSO code? Is the color unique? Is there a documented history? These are all important questions for authenticating a collectible Ford.*

*We're not aware of any Ford or Mercury that came from a Ford plant with Cragar SS mags. If your Torino is so equipped, the mags were likely installed after delivery. Based on the information that we have, Canadian Cobra Jets received the Thermator (air-pump system), just like their U.S. counterparts.*

## When Is A '64½ A '64?

I want to tell you just how much I enjoy your very informative magazine. We are a Ford family. I have three myself. My son owns four. In your January '96 issue's Mailbox, you told Kathy Thompson that all '64½ Mustangs were titled as '65 models. I have a '64 Mustang. On the title, it reads "'64 Mustang." I don't know how to read the vehicle identification number (5F07F136444).

Bill E. May  
Johnson City, TN



Bill, thank you for your nice letter and the display of unity for the Ford marque. Indeed, all '64½ Mustangs were designated by Ford to be '65 models. They were also to be titled '65s. Apparently there was an oversight when your Mustang was originally titled a '64 model. Because you have an early '64½ Mustang originally sold early in 1964, it is certainly conceivable that it was titled a '64 in error. Your vehicle identification number of 5F07F136444 breaks down as follows: "5," '65 model year; "F," Dearborn, Michigan, plant; "07," two-door hardtop coupe; "F," 260-2V V8; and "136444," 36,444 unit scheduled for production for the '65 model year at the Dearborn plant. We hope that this helps clear up any confusion.

## Lost In The Galaxie

I've purchased a car that might be a hoax. The guy said that it was original. I bought a '67 Galaxie 500 XL, 428 V8 minus the transmission. The guy said that it came with a Top Loader four-speed. The number is 7P58Q123715. The codes are 63C, 4A, 8A, Q91, B7, D and 5. How do you suppose these codes translate? What is this car supposed to be?

M. Darragh  
Nanaimo, B.C.

Based on the information that you have provided us, you have a legitimate '67 Galaxie XL two-door hardtop with bucket seats and the unusual 428-4V big-block. No hoax there, simply a great find in the world of Fords. Your vehicle identification number breaks down like this: "7," '67 model year; "P," Twin Cities (Minneapolis/St. Paul) plant; "58," two-door hardtop; "Q," 428-4V; "123715," 23,715 consecutive units scheduled for production at the Twin Cities plant in the '67 model year; Body 63C, two-door hardtop; Color 4A, Medium-Gray Metallic; Trim 8A, Black Vinyl; Date Q91, appears to be a misstamp; DSO B7, Pacific Canada sales district; Axle D, 3.25:1 Limited Slip; and Trans 5, Top Loader four-speed.

Sounds like you have a rare find in your midst with all of the trimmings. Finding the correct Top Loader four-speed shouldn't be difficult. Please let us know what else we can do to help you in the course of your restoration.

## Mustang Too!

Although I really enjoy reading your magazine, I feel that it is lacking in one area. I am the owner of a '74 Mustang II that I purchased from a woman who bought the car new. I bought the car in 1992 with just 47,000 miles, original paint, tires and hubcaps, AM radio and so on. I was under the impression that it was a '73 Mustang, only to arrive at the woman's house and see that it was a Mustang II. I was a little disappointed; however, after a few minutes with the

# TMC

MOTORSPORTS

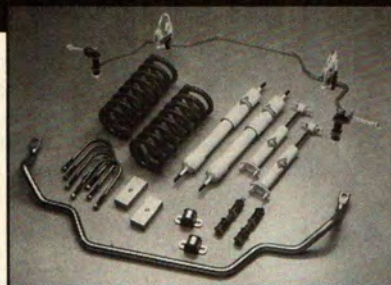
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- (1 Kit) 1" Drop Rear Lowering Kit

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**Mailbox**



car, I decided to buy it anyway.

In January 1993, I bought a copy of *Mustang & Fords* without even opening it. I was pleasantly surprised when I turned to page 60 to see a Mustang II that looked exactly the way I would like mine to look. I have since bought more copies of your magazine and haven't seen anything about these cars. For that reason, I've not picked up a copy of your magazine in a while.

Recently I was in a store and spotted *Mustang & Fords* on the rack. In the top righthand corner was "Shows Of Summer" with a photo of Mustang IIs. This enticed me to buy the March '96 issue. When I got home and read the magazine, I was disappointed. There was not one article or advertisement for a Mustang II. Mustang IIs are people too!

One more thing: I checked the entire Ford Club Directory in the March '96 is-



# Mailbox

sue and didn't find one Mustang II club or group in this country listed. There is one in Japan, but I can't find a road atlas that shows me how to drive there. I find it hard to believe that Jim Madden, who owns the Mustang II that appeared in 1993, and I are the only people interested in the Mustang II in this country. If you know of any others, I would appreciate any information that you can provide.

Joseph J. Keegan  
Abington, MA

*Joseph, thanks for expressing your concern over the Mustang II content in our magazine. You raise a valid point for the Mustangs that kept the name alive in the '70s. The '74-'78 Mustang II struggles with acceptance in the hobby and always has. After watching this pattern for two decades, we're not certain that we understand the negative attitude. The Mustang II was a good car for its time and was even available with a V8 from 1975-1978. Despite even better quality and impressive engineering achievements, the Mustang II never really caught on with enthusiasts.*

*We have a striking '78 King Cobra planned for the later this year, along with some history on these long-neglected Mustangs. We don't run many of the Mustang IIs because our readers' surveys demonstrate clearly that very few of our readers want to see them. This is truly unfortunate for Mustang II readers.*

*At Mustang & Fords, our editorial policy is open-minded, which means that you will occasionally witness Mustang II coverage in our magazine. We base coverage on what our readers like to see most. We hope you understand. If you're looking for parts and accessories for your Mustang II, contact CT Mustang II, Dept. MF, 1870 Barnum Ave., Stratford, CT 06497, 203/377-4795.*

## Other Forgotten Souls

I commend you on your excellent publication. Your articles and features have given me answers to many of the technical questions associated with various projects. When reading your magazine, I've yet to encounter an article on a long-lost and somewhat forgotten 5.0L warrior: the '79-'86 Mercury Capri.

Although the '79-'86 Capri is a sister to the Mustang, the Capri was set apart from its sibling rival by major, yet unnoticed, cosmetic differences. The wider stance given by the fender and quarter lines is one feature. What did Ford have on its mind when this car was dropped?

Are there any suppliers out there dedicated to Capri parts and the Ford Motorsport zero-140-mph speedometer for '79-'85s? Ford Motorsport stopped making the speedometer and

has no idea of the whereabouts of remaining stock.

Robert Tuten  
Bainbridge, GA

*Robert, if there's anything even more obscure than the Mustang II, it is the Fox-bodied Capri. The Capri is a nice twist from all those Mustangs we see everywhere. What's more, the Capri is an excellent value because it brings lower prices than the Mustang, and it's distinctly different. When we begin planning our '97 editorial year, we will give the '79-'86 Capri a closer look and scout the shows for a nice, original example to bring to our readers.*

*Capri parts are decidedly scarce because demand for them is low. As a result, few (if any) vendors will likely be tooling up for reproduction parts. The best that you can hope for are new-old-stock (NOS) parts from Ford and Lincoln-Mercury dealer stock.*

## Capri—The 5.0L Alternative

I'm presently working on an '83 Mercury Capri 5.0 H.O. with a five-speed. Please advise me on where I can find parts for this car. My plan at this time is to install an '88 Mustang performance rear end with the quad-shock system, stock shorty headers and a new clutch system. The interior isn't bad except that some of the larger panels need to be replaced. I also plan to change the carpet.

A friend of mine told me I should have bought a 5.0L Mustang. My answer was that there are too many Mustangs, and I want to be different.

Albert S. Yoshida  
Hilo, HI

*Albert, the Capri is a fine Mustang alternative. The Capri was built in fewer numbers, so you don't see yourself coming and going. Nearly every performance component that is applicable to the '79-'93 Mustang is applicable to the '79-'86 Capri. Furthermore, nearly every major advertiser in Mustang & Fords (and in our sister publication 5.0 Mustang) specializes in both late-model and vintage Mustangs. We suggest contacting them to see what may be available for your Capri. You'll also want to canvas Ford dealers to see what can still be ordered.*

Letters published in Mailbox reflect the opinion of their writers, and publication does not imply the endorsement of this magazine. All letters should be directed to Mailbox, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, and should include the writer's name, address and telephone number. We reserve the right to edit and/or condense letters for clarity, brevity or other purposes.

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# On-The-Market

## FE-Series Blocks, Cranks, Heads And Intakes

By Jerry Heasley

**S**eventeen hundred dollars seemed about right for a set of FE Medium-Riser heads, the kind that are so popular today with Cobra replica builders. But Mr. Amateur-Parts-Swap-Meeter couldn't move them. He then complained that he'd wasted the money for a vendor space at a local swap meet that didn't draw the right customers. The real problem was that he had overpriced his merchandise.

FE blocks, cranks, heads and intakes are hot items on the market these days if they are priced right. Ron Miller of Ford Power Parts (Dept. MF, 14504 S. Carmenita, #C, Norwalk, CA 90650, 310/921-5300) specializes in high-performance Ford parts including small-blocks, big-blocks and anything else motivated by Henry's best. More than half of Miller's business is FE-engine related, which is an incredible statistic. This tells us a little something about the supposedly dead FE engine.

The reason Mr. Amateur was asking \$1700 George Washingtons is because he had seen others advertising the same heads for \$1800-\$2000. At \$1700, he figured they'd move fast. Mr. Amateur was wrong. The real-world selling price for these heads is in the \$900-\$1400 range in bare condition, but in good shape. Further tampering with this market has been the entrance of both the Edelbrock FE head and the Carroll Shelby aluminum Medium-Riser heads.

### Blocks

Obviously, the closer to standard bore size, the more valuable the block. Right now, the market is brisk for FE engine blocks. The 390 sells for \$125-\$150. A regular 428 block brings roughly \$250 and a Cobra Jet about \$500. The 427 starts getting into serious money at around \$900-\$1600, depending on whether or not it is a top- or side-oiler.

The '65-'67 427 side-oiler blocks receive the most money, trailed by the '68-and-later side-oilers, followed by the '63-'64 top-oilers. Most of the 427 blocks on the market are the '71-and-later service replacements. These fetch less money for restorations because hobbyists are getting smarter about casting date codes. Also, the '71-and-

later blocks are easily recognized as service blocks by the vertical casting ribs on the righthand side. The pre-'68 blocks are solid-lifter only, while the '68-and-later units are drilled for hydraulic lifters.

Some of the best 427 buys are the top-oilers of 1963-1964. Ford Power Parts has sonic-checked literally hundreds of 427 blocks and has found, on the average, that the early '63-'64 top-oilers have thicker walls and average \$200-\$500 less than side-oilers.

### Heads

Regular 390 heads, bare, are cheap today at \$100-\$150 a pair. For 427 Low-Riser and 428 Cobra Jet heads, the current market is \$500-\$550 a set. They are used for heads with no cracks.

The 427 Medium-Risers, High-Risers and Tunnel Ports get the big bucks with price ranges of \$900-\$1400 a pair. The price depends largely on how they have been milled: if they have any repairs, welds or explosion marks from dropped valves; stainless or lightweight Ford valves; spring types; and so on.

### Cranks

The 390 cranks are cheap at \$40-\$60 each for a good, used core at standard/standard, which means that it has never been turned. Most of Ford Power Parts' crank calls are for the 428, which is the hot one on the market today. The Mercury 410ci engine is actually a 390 with a 428 crank. The 427 stroker also uses a 428 crank, which raises the horses and torque. Figure on \$375 for a Magnafluxed, professionally ground, 0.010/0.010-inch 428/410 crank. The 428/410 crank shows a "1U" casting. If they are ground more than 0.010/0.010-inch, the price drops.

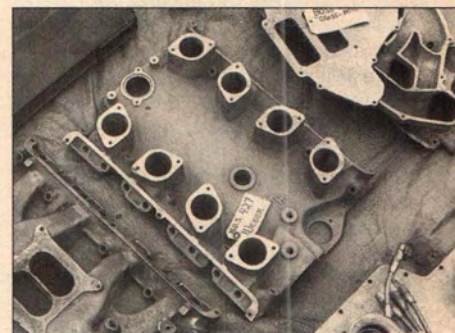
The 428 Cobra Jet crank receives \$100 more due to its "1UB" casting. The metal is the same, but the balancing is different because the 428 has a slightly heavier connecting rod than the standard 428. Just for your information, Miller has disassembled several 428 Cobra Jets and found standard "1U" cranks. The "1UA" crank is the 428 Super Cobra Jet unit, which is externally balanced with a counterweight up front on the end of the crank in order to work well with the LeMans rod. These cranks are the hardest to find and sell for about \$600 for a fresh 0.010/0.010-inch.

A fresh 0.010/0.010-inch 427 steel crank (1965-1967) sells for \$500-\$600. Since the 390 shares the 427's 3.78-

inch stroke, builders often save themselves money with the cheaper cast crank. Miller tells us that the chances of breaking a 390 cast crank, even in drag racing, is slim. The 427 cast cranks of 1963-1964 are worth more money than the 390 unit. However, they are still not high dollar and are priced to sell in the \$150 range.

### Intakes

Since intake manifolds generally don't wear out, there are a lot of them on the market. Most of the FE big-block Ford intakes interchange with one another. The Tunnel Port intake all by itself, with those round ports and tubes for the pushrods, is not outrageous in price because there's not much demand. Prices vary from \$400-\$600; the single four and higher for twin fours are priced lower. There was the Thunderbolt and Galaxie



*Here's a 427 intake poised for a set of Webers. We will leave this one's price up to your imagination, and it is not cheap.*

dual-quad, which had minor differences. There was also a single four-barrel, dual-plane High-Riser intake.

The 390/406 Tri-Power intake (bare) fetches anywhere from \$175-\$275, depending on its condition. The regular 390/427 Medium-Riser factory intakes price out at \$40-\$60 for a heavy cast-iron unit. The 390 GT single four-barrel fetches \$85 and is identifiable by a big "S" on the number-one intake runner. Look for this intake to go up in price as people figure out this code. A cast-iron 428 Cobra Jet intake sells for about \$150, and they don't sit very long in Miller's shop. Sometimes enthusiasts call and request a certain casting date for restoration purposes.

The 427 Medium-Riser dual-quad and '67 Shelby GT500 dual-quad intakes fetches good money in the \$600-\$700 range. The 427 Low-Riser dual-quad intake brings \$400-\$475. In contrast, the single four-barrel aluminum intakes go for \$350-\$400. **M&F**



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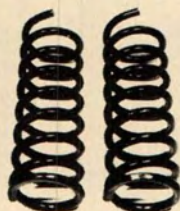
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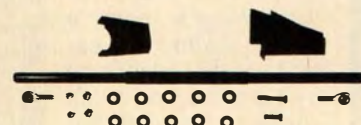
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# Ford-News



## Carlisle's Coming Up

**T**he Carlisle All-Ford Nationals, hosted by Carlisle Productions, is coming up shortly on June 7-9 at the Carlisle, Pennsylvania, Fairgrounds. Everything from Model Ts to vintage Ford muscle-cars to late-model 5.0 performance ponies will be on hand for this three-day event.

Right in the heart of Pennsylvania will be more than 2000 vendor spaces packed with parts, accessories, memorabilia and literature. What's more, a huge car show will exhibit virtually every type of Ford car or truck known to mankind. The Carlisle Fun Field will offer more than 60 classes of Fords, Lincolns, Mercurys and Edsels to admire. While you're there, look around because you never know who you

will be bumping into—Steve Saleen of Saleen Performance will be on hand to sign autographs and shake hands.

Carlisle Productions will round out this event with an exciting giveaway on Sunday, June 9: a bright-red '91 Mustang GT sporting many aftermarket performance and comfort items. For more information on the Carlisle All-Ford Nationals, call the Carlisle Event Hotline at 717/243-7855. For hotel/motel reservations only, call Visitors Services at 800/874-4832.





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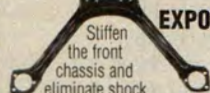
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## EXPORT BRACE

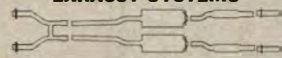


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Straight bar ..... 65601 ..... **\$24.95**  
'65-70 Chrome Bar For Oval Air Cleaner  
Curved bar ..... 65600 ..... **\$29.95**  
'71-73 Black Oxide Finish  
Standard bar ..... A60071 ..... **\$24.95**

## EXHAUST SYSTEMS



'65-67 6cyl (single) ..... **\$169.95**  
'68-73 6cyl (single) ..... **\$169.95**  
'65-68 2" aluminized (dual) ..... **\$169.95**  
see catalog for complete selection

## SWAY BAR KITS



Complete kits include sway bar, mounting brackets, urethane bushings & instructions.  
'65-70 models (front) ..... 1-1/8" dia ..... **\$95.95**  
'65-70 models (front) ..... 1" dia ..... **\$89.95**  
'65-67 models (rear) ..... 3/4" dia ..... **\$84.95**  
'68-70 models (rear) ..... 3/4" dia ..... **\$94.95**

## COIL SPRINGS

Extra high rated (620lb/in) lowers car 1". '65-66 models (pair) ..... C305 ..... **\$69.95**  
'67-73 models (pair) ..... C307 ..... **\$69.95**  
Stock applications ..... **\$69.95**



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OEM quality in original colors. MCA approved. Specify year, color & body style.  
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'69 Mach 1 with four inserts ..... **\$140.00**  
'70-73 Mach 1 with two inserts ..... **\$140.00**  
'79-93 Cargo Area ..... **\$69.95**

## UNDERLAYMENT KITS



Reduce noise while insulating against temperature. Die-cut, waterproof material. 2 piece kits-floor only.

'65-68 ..... PSP101KIT ..... **\$29.95**  
'69-73 ..... PSP201KIT ..... **\$34.95**

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Most original colors. Specify year and color.  
'65-66 models ..... **\$149.95**  
'67-68 models ..... **\$179.95**  
'69-70 models ..... **\$349.95**

## Dash Covers

'65-68 ..... **\$69.95**  
'69-70 ..... **\$79.95**



Real walnut hand-grip wheel with center pony emblem & horn kit.  
'65-67 ..... 966B ..... **\$89.95**  
'68-73 ..... 966C ..... **\$89.95**

## LEAF SPRINGS



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'65-66 ..... 42329 ..... **\$59.95**  
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## CLUTCH KITS

Includes: clutch disc, pressure plate & throwout bearing. 24 month / 24,000 mile warranty.  
'65-73 260, 289, 302 (10-1/2") ..... HP301A ..... **\$159.95**  
'67-73 302, 351, 390 (11") ..... HP73501 ..... **\$159.95**

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Highest quality available!

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'69-70 front or rear ..... **\$84.95**  
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'71-73 rear ..... **\$159.95**



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Kit includes: 4 wheels, 4 center caps, 20 chrome lug nuts, and 4 trim rings.  
'65 Kit ..... 651007 ..... **\$549.95**  
'66 Kit ..... 661007 ..... **\$549.95**  
'67 Kit ..... 671007 ..... **\$549.95**

## Wheel Cleaner

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'67-70 3-row ..... from: **\$169.95**  
'71-73 2-row ..... IR382 ..... **\$199.95**

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Red ..... MAT13 ..... **\$59.95**  
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Trans: \_\_\_\_\_ Int. Color: \_\_\_\_\_

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## Catch A Saleen!

If you're not following a new '96 Saleen Mustang S281, chances are there's one is right on your tail, hugging the back bumper, ready to pass with new Modular V8 power. The "Saleen Dream" is now affordable with the unveiling of the S281. The new Saleen S281 is affordable because Steve Saleen wanted it that way. "We wanted to introduce a vehicle that offered entry into the Saleen line at an affordable price," said Saleen, president of Saleen Performance. "We have made it possible for those who only dreamed of owning a high-performance vehicle to be able to own a Saleen Mustang."

The '96 Saleen Mustang S281 sports 18-inch alloy wheels and tires, Racecraft suspension, extensive air-management features, Saleen performance air filter and spark-plug wires, close-ratio shifter and a Saleen exhaust system. Ford's new 4.6 Modular V8 offers a broad torque curve that is greatly enhanced by the Saleen exhaust system. A neck-snapping 3.55:1 axle ratio is optional. Inside exists a zero-150-mph Saleen speedometer and full instrumentation in white S281 graphics, serialized console plate and more.

Suggested retail price for the '96 Saleen S281 is just \$28,990, and these cars are available only through authorized Team Saleen Ford dealers from coast to coast. All Saleen Mustangs come with Ford Motor credit financing and a complete warranty. For more information contact Saleen Performance, Dept. MF, 9 Whatney, Irvine, CA 92718, 800/SALEEN-4.

## Found: Mustang 007

The James Bond 007 movement has always been strong, but never more so than in the '60s when double-o-seven flicks were an annual event. During this time, Bond wanted some of that Mustang spotlight, and the Mustang needed some of that Bond spotlight too. Together, the Mustang and Bond were an unbeatable duo. That's why Ford built a one-of concept Mustang for the movie "Goldfinger," completing it on October 13, 1964. Although the Mustang 007 was ordered specifically for the movie, it was never used because it wasn't finished in time to make the filming.

Mustang 007 belongs to Dick Lee of southern Arizona and is on loan to Don Laughlin's Auto Exhibition Hall in Laughlin, Nevada. The Auto Exhibition Hall encompasses motor vehicles spanning more than a century of automobile history and design. A two-year restoration completed in 1989 officially commemorated Mustang 007's 25th anniversary.

Mustang 007's color is certainly an unusual gold-fleck paint, which was incorporated into the interior as well. Inside, there's a slick overhead console, as well as neat interior appointments that never found their way into regular-production Mustangs. Beneath the gold metallic is a standard production "C"-code Mustang fast-back pulled from the Dearborn line to take its place as one of the more significant Mustangs ever produced.

For more information on the Auto Exhibition Hall, located on the third floor of Don Laughlin's Riverside Resort Hotel & Casino, call 702/298-2535.



## R-12 Substitute Coming

Production of R-12 refrigerant ended last year because the product allegedly harms the precious ozone layer. The refrigeration industry has been frantically searching for an appropriate drop-in substitute for R-12. A suitable replacement may have been found if the Technical Chemical Company (TCC) has its way.

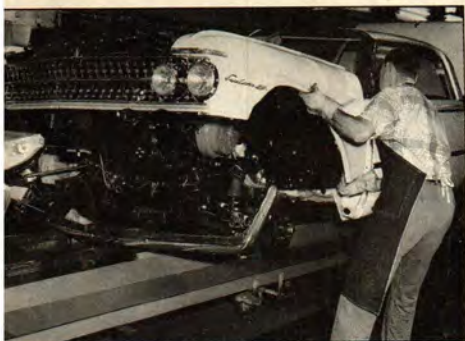
TCC recently announced that it has been licensed by Freezone, Inc., to become the exclusive packager and distributor of the R-12 replacement. Freezone is a new alternative automotive refrigerant that can be used in place of R-12 in all stationary or mobile refrigeration systems.

TCC estimates that there are some 140 million vehicles still on the road with R-12 air conditioning systems. Beginning in 1992-1993, auto makers began using R-134A as an alternative to R-12. R-12 systems cannot use R-134A without considerable retrofitting of R-134A-compatible components. This is very costly.

Freezone, like R-12, is a non-flammable, nontoxic refrigerant designed for use in an R-12 system. No flushing of the system is necessary, and Freezone works well with existing mineral-base refrigeration oils. TCC is a privately held company based in Dallas, Texas, that markets refrigeration products. Freezone, also privately held, was founded several years ago to conceive a drop-in replacement for R-12.

At press time, Freezone is a "proposed acceptable" replacement for R-12. It has not yet been approved by the EPA. Freezone is protected by a U.S. patent and will work effectively in R-12 systems. Mustang & Fords will keep you posted on the latest developments.





## Building Fords Long Ago

**W**e were digging through the Petersen photographic archives and found this shot taken of the Dearborn assembly plant in approximately 1961. During the '61 model year, Dearborn was building big Fords, like this six-cylinder-powered Galaxie 500 hardtop receiving a front end on the final line. A year later, Dearborn would re-tool for a totally different kind of car: the all-new '62 Fairlane intermediate.

Just three short years later, Dearborn was building Mustangs for an excited and youthful marketplace. The Dearborn assembly plant has been building Mustangs since March 1964 with no end in sight. At press time, Mustang production approaches some seven million units in 32 years. ➤

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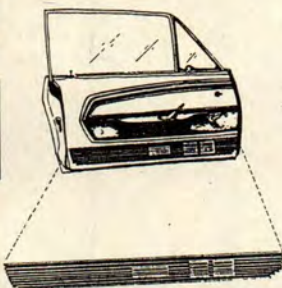
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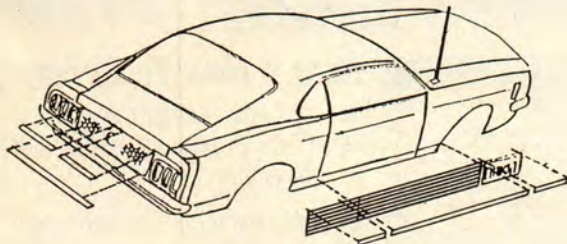
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1. There are two ways to enter:

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B. Hand print your name, address and ZIP Code along with the words, "1996 High-Performance Sweepstakes presented by Ford Motorsport SVO / Borla Performance Industries," on a 5 1/2" x 3 1/2" postcard. Mail this postcard, with first-class postage affixed, to: 1996 High-Performance Sweepstakes presented by Ford Motorsport SVO / Borla Performance Industries, c/o Petersen Publishing Company, P.O. Box 56831, Boulder, CO 80322-6831. Any entries that have been photocopied or similarly reproduced will be voided.

2. Limit one entry per person. Sweepstakes starts March 28, 1996. All entries must be received at the above-mentioned mailing address by October 31, 1996 to be eligible. No responsibility is assumed for lost, late, misdirected, damaged, illegible or postage-due mail or for printing or other errors.  
3. All winners will be selected in a random drawing conducted on or about December 3, 1996, from among all eligible entries received. The decisions of the judges are final. Odds of winning are determined by the total number of eligible entries received. Limit one prize per family or household. Entries become the property of Petersen Publishing Company and will not be returned. Each entrant consents to the transfer of all information contained on their completed entry form to other companies.  
4. Sweepstakes sponsors: A. Borla Performance

Industries, 5901 Edison Drive, Oxnard, CA 93033. Borla is a leading manufacturer of automotive performance exhaust products. B. Ford Motorsport SVO, 17000 Southfield Road, Allen Park, MI 48101-2593. Ford Motorsport SVO is a Ford high-performance parts distributor. C. Petersen Publishing Company, 6420 Wilshire Blvd., Los Angeles, CA 90048. Petersen is a publisher of special interest magazines.  
5. Potential winners will be notified by mail. Potential winners must follow the directions contained in any required Affidavit of Eligibility / Release of Liability / Prize Acceptance Form or any correspondence attached therewith and return all forms, correctly filled out, so that the forms are received within 21 days of the date on the correspondence. Noncompliance within this time period may result in disqualification and an alternate may be selected. All potential winners are responsible for ensuring that any of the previously mentioned forms are actually received at the designated address within the 21 days.  
6. Grand prize consists of the winner's choice of one of the following vehicles: A 1996 Mustang GT (approx. retail value: \$22,000.00) or a 1997 F-150 truck (approx. retail value: \$22,000.00). There is one grand prize. First prize will be one of the above mentioned vehicles that is not chosen by the grand-prize winner. There is one 1st prize.  
Second prize is a \$500 gift certificate valid towards the purchase of Ford Motorsport SVO products from the 1997 Ford Motorsport SVO Catalog. There are 25 2nd place prizes. The total aggregate number of prizes to be won is 27 prizes. The total value of all prizes is \$56,500.00. No substitution for any prizes, except by sweepstakes sponsor (due to prize unavailability), in which case a prize or prizes of equal or greater value will be awarded. Value of each prize stated in U.S. currency. Taxes, duties, licensing, insurance premiums and registra-

tion fees (where applicable) are the sole responsibility of each winner.  
7. Sweepstakes is only open to residents of the fifty (50) United States who are 18 years of age or older as of October 31, 1996, and who possess a valid driver's license. Sweepstakes void in Puerto Rico and where prohibited by law. Employees (and their families) of the following companies are not eligible: Petersen Publishing Company, Borla Performance Industries, Ford Motorsport SVO, all participating dealerships, and any fulfillment, judging or other company involved in any way with this sweepstakes. All federal, state, local and municipal laws and regulations apply.  
8. By acceptance of a prize, each winner releases Petersen Publishing Company, Borla Performance Industries, Ford Motorsport SVO and their affiliates, dealers, officers, agents and employees from any responsibility or liability in connection with any loss, accident or death incurred in connection with the use of any of the prizes won in this sweepstakes. Petersen Publishing Company does not make, nor is responsible for, a warranty or a guarantee with regards to any of the prizes won in this sweepstakes. This includes, but is not limited to, the fitness of any of the prizes for a particular purpose. By acceptance of a prize, each winner consents to use of his/her name, city, state and/or likeness for purposes of advertising or trade without additional compensation. By entering sweepstakes each entrant agrees to abide by the rules of the sweepstakes.  
9. For the names of the winners (available ca. 1/6/97), send a self-addressed, stamped (#10 size) envelope to: 1996 High-Performance Sweepstakes presented by Ford Motorsport SVO / Borla Performance Industries Winners' List, Petersen Publishing Company, 6420 Wilshire Blvd., 8th Floor, Los Angeles, CA 90048-5515.

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# Ford News

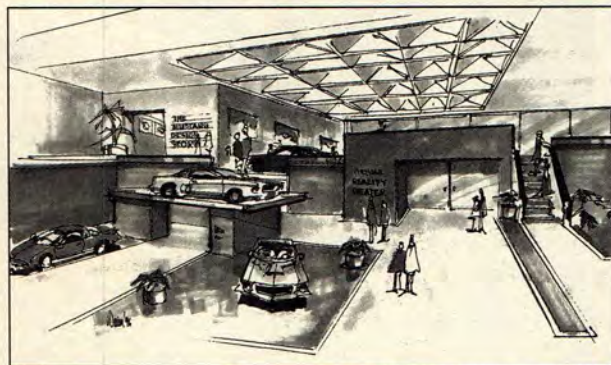
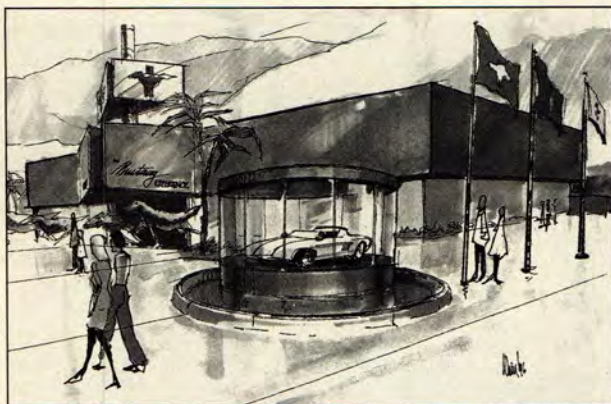
## The Mustang Experience

The Mustang Museum Steering Committee has released this illustration prepared by Elliott Goldberg of Associates Creative. The Mustang Experience is expected to be just that: an experience that encompasses nearly four decades with Mustang, an American institution.

The Mustang Museum is expected to be the most impressive automotive museum ever conceived for a special-interest automobile, and it should be. The Mustang is a phenomenon not likely to ever be repeated in our lifetime. In 32 years, Ford has produced nearly seven million Mustangs. One million units were produced by the Mustang's second anniversary in March 1966. By May 1968, production passed the two-million mark. At peak production in 1966, three assembly plants in North America were producing more than 3000 Mustangs a day. Still more have been produced in Mexico, South America and Europe. The car is a legend, indeed.

At press time, 27 U.S. cities are being considered for locations for The Mustang Experience. They are Anaheim, California; Atlanta, Georgia; Charlotte, North Carolina; Chicago, Illinois; Cleveland, Ohio; Dallas, Texas; Dearborn, Michigan; Denver, Colorado; Detroit, Michigan; Hershey, Pennsylvania; Houston, Texas; Indianapolis, Indiana; Kansas City, Missouri; Las Vegas, Nevada; Louisville, Kentucky; Memphis, Tennessee; Mustang, Oklahoma; Nashville, Tennessee; New Orleans, Louisiana; Orlando, Florida; Pittsburgh, Pennsylvania; Portland, Oregon; San Diego, California; San Francisco, California; Seattle, Washington; St. Louis, Missouri; and Washington, D.C.

The selected city will likely be centrally located in the United States to allow the best access from all directions. Location is expected to be near a major tourist attraction to keep a flow of museum traffic throughout the year. Mustang Museum Steering Committee officers have been elected and are as follows: Bill Dillard, president; John Coletti, vice president; Jerry Pitt, secretary; Neil Van Oppre, treasurer; Steve Saleen, Larry Shinoda, Jim Smart, Ken Eber and Robert Dudgeon, board members. If you would like to know more about the Mustang Museum effort, contact Mustang Museum, Inc., Dept. MF, P.O. Box 865, Dearborn, MI 48120-0865.



## One For The SHO

The Taurus Super High Output (SHO) has been in the marketplace for nearly eight years, yet there hasn't been enough useful information published for SHO enthusiasts. Bill Staib has changed all of that with the *Taurus SHO Buyer's-Seller's Guide*. This very informative, 36-page book is more than just a buyer's/seller's guide, it is loaded with history and detailed information on the '89-'94 Taurus SHO, including production figures. For just \$15 you can have the book mailed first class. For more information contact SHO Registry, Dept. MF, P.O. Box 159, Carrollton, GA 30117.



## Losing Weight in 1959

Automatic transmissions were once composed entirely of cast iron and steel, tipping the scales at 200 pounds or more. Back in 1959, Ford led the weight-reduction movement with some of the first aluminum-case Cruise-O-Matic transmissions. Transitioning from cast iron to aluminum saved Ford 50 pounds per vehicle. Here, cast-aluminum, two-speed automatic-transmission cases are cast at Ford's Sheffield, Alabama, plant. This complex, three-piece mold was injected with molten aluminum in a matter of seconds, then opened hydraulically to expose the completed casting.

## Shelby In Die-Cast

In 1962, Carroll Shelby combined the lightweight British Ace with the power of an American V8 small-block, and a legend was born. The Eastwood Company pays tribute to Shelby's genius with this '51 Ford flatbed, No. 2 in the Performance Legends Series. This die-cast flatbed Ford includes artwork depicting Shelby's Daytona Coupe. For more information contact The Eastwood Company, Dept. MF, 580 Lancaster Ave., P.O. Box 3014, Malvern, PA 19355-0714, 800/345-1178.





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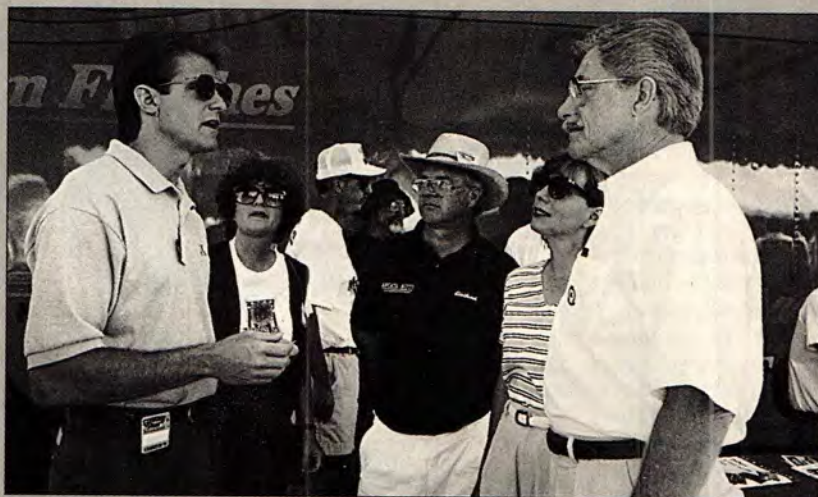
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# Ford News



## SEMA Is On Our Side

**T**he Specialty Equipment Market Association (SEMA) has long been the advocate for automotive enthusiasts. SEMA recently held a luncheon at the Good Guys Rod & Custom West Coast Nationals to give legislators and members of the street-rod community an opportunity to discuss common issues that effect all of us.

Some attendees of the luncheon—(from left) Jeff Fackler of DuPont Automotive Finishes; Anna Phillips of Advocation, SEMA's Sacramento-based lobbying firm; Dennis McDonald of Arcata Auto Supply; Marianne Johannessen; and Maurice Johannessen, California state senator—became better acquainted at this informal gathering. The gathering touched on key issues, such as easing vehicle registration and emissions requirements for hobbyist vehicles. These important discussions have laid the groundwork for future efforts. The senator plans to sponsor street-rod-friendly legislation, which may lead to responsible laws for those of us with collectible automobiles. Senator Johannessen is a former drag racer who represents the Redding, California, district.

## Northern California's Late Model 5.0 Mustang Performance Center

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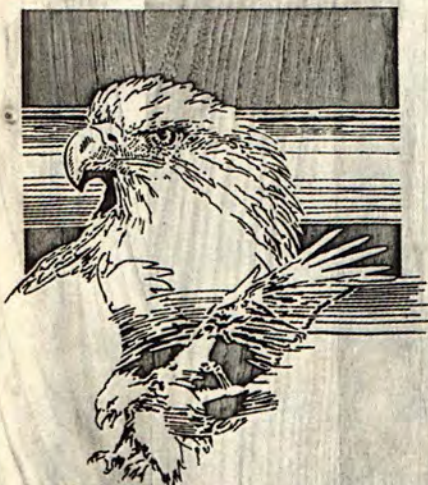
**T**he days of flushing and refilling your car's cooling system may soon be over, according to Applied Chemical Specialties (ACS). For generations, we have flushed and refilled our cooling systems not only to ensure proper boil-over and freezing protection, but also to replace vital rust inhibitors that protect the system from corrosion.



ACS of Omaha, Nebraska, has recently introduced a powerful new automotive-cooling-system corrosion inhibitor called No-Rosion. When added to your Mustang's cooling system, No-Rosion provides corrosion protection for up to five years, which reduces the number of flushings and the resulting contaminated coolant introduced to the environment.

For more information on No-Rosion, contact Applied Chemical Specialties, Dept. MF, P.O. Box 241597, Omaha, NE 68124, or call Jay P. Ross at 708/797-1699.





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## Live By The Golden Rule

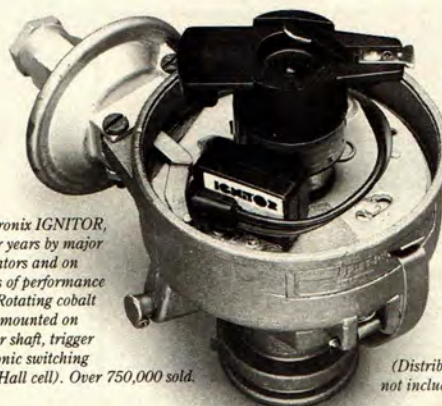
**T**he Fort Lauderdale Mustang Club and four other car clubs are winners of the third-annual Eagle One Golden Rule Award for the most outstanding community-service programs in their respective regions. The Fort Lauderdale Mustang Club has been active since 1984 and has more than 100 members. They have supported causes ranging from the Oklahoma Disaster Fund to the American Cancer Society. Each of the clubs recognized by Eagle One received a custom-design plaque and a large supply of Eagle One car-care products for its fund-raising activities.

## Taurus Gets The Kudos—And Barbs

**T**he all-new Ford Taurus is slowly winding its way into America's motoring consciousness. Perhaps, but not as swiftly as Ford would like. For years, it seems, people complained that the jelly-bean-shaped high-tech sedan had grown stagnant. The Taurus remained essentially the same from 1986-1992, with a mild redesign for 1993. Despite Taurus' "stagnant" reputation, it sold very well, outselling virtually everything in its class. In 1995, the Taurus had its best year ever with nearly 400,000 units sold.

Auto-industry critics are plentiful when it comes to the redesigned '96 Ford Taurus and Mercury Sable. At some of the '96 auto shows across the country, quite a few people with whom we spoke were critical of the new Taurus' aggressive \$2.8-billion redesign. Despite the critics, we're convinced at *Mustang & Fords* that the new Taurus is an industry trendsetter and will overcome its initial future-shock reception. It's a Taurus for the 21st century.

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*The Pertronix IGNITOR, proven for years by major fleet operators and on thousands of performance vehicles. Rotating cobalt magnets, mounted on distributor shaft, trigger an electronic switching module (Hall cell). Over 750,000 sold.*

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# Ford News

## Mustangs Across America—Part II

**A**s most of you know by now, Mustangs Across America begins its Southern Comfort transcontinental trek on August 24 from Las Vegas, Nevada, to the Mustang Club of America's (MCA) 20th Anniversary Celebration in Atlanta, Georgia, on August 30.

Mustangs Across America deals with scores of ponies, old and new—literally a rolling car show full of fun that will canvass the country with intense enthusiasm. When these enthusiasts arrive in Atlanta, it will be time to celebrate 20 years with an American motoring institution: the Mustang Club of America.

The MCA was founded in 1976, holding its first Grand National show in Stone Mountain, Georgia, with a handful of brand-new enthusiasts eager to share the passion for America's original pony car. Since that time, the MCA has established a solid sanctioning body on which judging rules have been based for nearly two decades. The MCA has literally molded the direction of the hobby. Positive changes in the hobby can be directly tied to the MCA's perseverance through the years.

When the MCA's 20th Anniversary Celebration concludes on September 1, Mustangs Across America will head for Washington, D.C.; Dearborn, Michigan; and back to the West Coast. Call it Mustangs *Around* America. For more information on the MCA's 20th Anniversary Celebration, write to MCA, Dept. MF, 955 Hurricane Shoals Rd., Ste. 103, Lawrenceville, GA 30243, 404/682-9955. For information on the Mustangs Across America Southern Comfort Tour, contact Sam Haymart at Dept. MF, P.O. Box 4131, Citrus Heights, CA 95611-4131.



## ISO 9000: It Means Quality

**I**SO 9000—get used to it because you're going to be hearing more and more about it in the months and years to come. ISO 9000 isn't new environmental legislation, nor is it a concept vehicle from Ford. It is a new quality standard for a global-manufacturing climate.

ISO 9000 will make America more competitive because it will hold us to the strictest quality standards that the rest of the world will also have to follow. Companies like Ford Motor Company and key players in the aftermarket industry are bringing ISO 9000 into their design, engineering and manufacturing policies. ISO 9000 brings everyone under the same rules and expectations for quality.

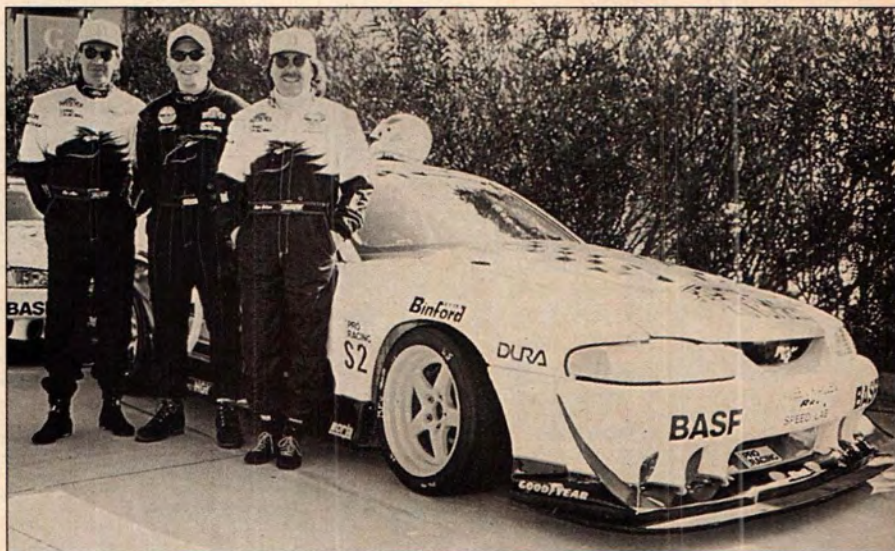
For more information on ISO 9000 contact Stat-A-Matrix, Dept. MF, 1 Quality Pl., Edison, NJ 08820.



## NASA Steps Up

**T**he National Auto Sport Association (NASA) introduces a new road-race series that will recognize late-model Mustangs and Camaro 5.0L cars. The rules state that the cars must be stock with "spec" suspension components, such as Eibach springs and Tokico shocks. All cars must run Toyo RA1 tires. Thanks to these manufacturers and more, prize money is on the rise all of the time.

Other NASA activities include a driving school where enthusiasts can learn high-performance driving with their own Mustang for roughly \$150 a day. NASA sounds like just the organization for enthusiasts genuinely interested in road racing from a grassroots perspective. For more information contact NASA, Dept. MF, P.O. Box 2204, Daly City, CA 94015-9998, 510/232-NASA.



## Saleen Speedlab Takes On SCCA

**F**ormer SCCA racing champion Steve Saleen and "Home Improvement" star Tim Allen competed in the first race of the Sports Car Club of America (SCCA) World Challenge season recently at the Kash 'N' Karry Florida Grand Prix in St. Petersburg, Florida. Saleen finished Fifth with a blistering lap time of 1:11.824, recording an average speed of 80.136 mph on the 1.6-mile, 42-lap course. Allen qualified eighth with a fastest lap time of 1:14.819 and an average speed of 80.231 mph. During the race, Allen's Mustang did a half-spin into the wall, damaging the suspension and preventing him from finishing.

The Saleen/Allen "RRR" Speedlab is based in Irvine, California, at Saleen Performance headquarters. Since 1984, Saleen has produced more than 3500 vehicles, which is more than any specialty-vehicle manufacturer in history.

M&P



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# Playful, Yet Sophisticated

Bob Deale's '64½ Convertible



By Christina Crooks  
PHOTOGRAPHY: JIM SMART





**B**ob Deale has what nearly everyone else wants. It is not vast wealth, though he has achieved a very respectable measure of professional success. It isn't fame either, which may change with this issue of *Mustang & Fords*. Bob has reached a state of calm maturity. He appreciates the best of what the world has to offer: the scenic North Georgia countryside where he chooses to live and his classic, playful-yet-sophisticated, first-generation Mustang convertible.

"There are two truly memorable experiences that I've had with this car," Bob tells us. "First, several years ago, I attended a small car show in North Georgia. When the show was over, I left to drive to South Carolina. The route was mostly winding and hilly—about a three-hour drive. A light, misty rain was falling on a cool and windy day. I don't know whether it is a myth or not, but engines tend to run best on cool days." He adds, "The car performed flawlessly—the wide stance and radial tires hugged the curves. There was plenty of power to handle the hills. Freshly rebuilt power brakes added confidence in the mountains. It doesn't get any better than this."

It certainly doesn't get any better than a Rangoon Red-with-red-vinyl convertible. Owned and improved upon since 1986, this pampered pony is a nicely restored, occasionally driven Sunday driver. Rolling on high-tech Goodyear Vectors for improved handling, this "D"-code convertible has the low-compression, regular-fuel 289-4V engine with stock camshaft, Autolite single-point ignition, C4 Cruise-O-Matic and 3.00:1 conventional axle. All of these attributes give Bob a running start toward his goal of bringing this car as close to MCA-concours standard as possible.

Bob, a seasoned stockbroker, didn't do this all by himself. He gives full credit to Don Wilmot of Vintage Mustangs in Decatur, Georgia, for all of the engine work and Custom Coachworks in Kennesaw, Georgia, for the paint and bodywork.

"It was at the 30th Mustang Anniversary Celebration in Charlotte that President Bill Clinton visited the concours [show] that Sunday," Bob tells us. "Clinton walked down the area opposite the lineup. Halfway down, he stopped with Ford Chairman Alex Trotman and walked straight across to me with my '64½ Mustang. We talked about my car—the history, the color and what equipment it had on it. Then he finally remarked, 'What a beautiful car....'"

Bob's brief visit with President Clinton demonstrates that no matter where you are in your own quest for life's best, you have to agree with the president's comment.

**M&F**

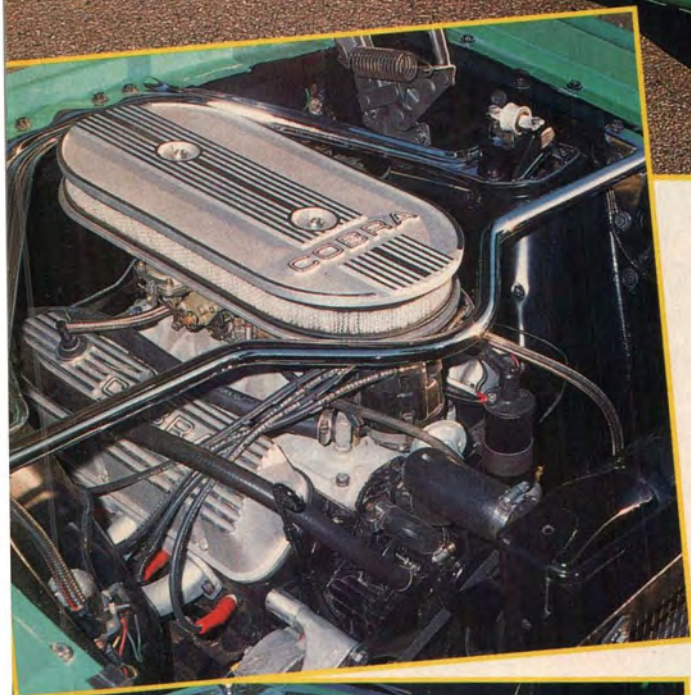


# Grabber Lean

## Beating The Odds In A '66 Restomod

Text & Photography By Jim Smart

**Hot-Mustang  
Modifieds**



**W**e like to root for the underdog—the poor sap who meets adversity again and again and overcomes. Beating the odds is cool, and it presents us with the opportunity to come back and do it again. This Grabber Green '66 Mustang fastback is a case in point. Completely restored and built to restomod specifications in glistening Grabber Green with Shelby stripes, it encountered the unthinkable. The slippery fastback narrowly escaped a nasty collision with another vehicle on a rainy night in Northern California. Unfortunately, it skidded into a utility pole, causing extensive damage.

The insurance company was quick to write it off as a total loss because the front-end sheetmetal, the inner fenders, the shock towers and the frametrails were seriously damaged. Few of us would have tackled this one, but Delmar Vasquez saw new life in a seemingly hopeless situation. He wasn't about to settle for a total loss, nor anything less than what he started with. Instead, he did the impossible: He took on the insurance company and a totaled Mustang—and won.

Delmar insisted that the car be repaired to factory specifications using Ford sheetmetal where available. He got exactly what he asked for. The entire front end, including the cowl section, the driver's floorpan and the transmission tunnel were replaced. Mustangs Plus and Senator Ford helped Delmar find the right parts. Pete Moreno at Crivello's Body Shop in Stockton, California, performed a miracle. All measurements were checked and rechecked. In four months, Crivello's brought a perceived dead player back to life.

Within the Grabber Green epidermis is a basically stock 289 built by Woolley Custom Engines of Stockton, California, sporting a competition camshaft, Edelbrock F4B intake, Cobra dress-up kit, Shelby Tri-Y headers and more. A Top Loader four-speed wakes up the 9-inch Ford 3.25:1 axle. American Racing Torq-Thrusts and BFGoodrich Comp T/A radials keep a GT350 replica glued to the asphalt. Mustangs Plus Magna coils and leaf springs dampened by KYB gas shocks cover the handling.



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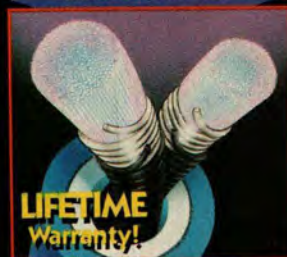
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## Hot-Mustang Modifieds



# Unforgettable Image

## No Worries About Overexposure— Just Point And Shoot

By David Proctor

PHOTOGRAPHY: JIM SMART

In 1996, there is an intense interest in open-track racing, NASCAR and SCCA events. However, drag racing remains America's No. 1 motorsport. Perhaps that's because drag racing is the easiest to get into for the average Saturday-night boy-racer wannabe. And drag racing has always been the sport that thrills the most. It's a whole lot of excitement all at once—then it's over.

Mustang performance has always been at home on the quarter-mile. This '67 Mustang was saved from the crusher and thrust into the staging lanes of what few dragstrips remain in Southern California. Its best time is 10.61 seconds at 130 mph. Such achievements aren't performed by magic, but by know-how.

Coast High Performance built the 414ci stroker 351W engine that provides the motivation for success shown here. Todd Kennedy fills the racing bucket seat and spins the starter. Forged aluminum and steel components rotate in rapid succession with explosive force as racing-gasoline fumes ignite in the chambers. Open headers voice the throaty roar of angry Windsor power—a small-block on steroids. Punctuated thunder claps echoing against the pavement below briefly leave the impression that we're hearing big-block power, yet it's a small-block huffing the same number of cubes.

Tires bark as the C4 is dropped into Drive for the short journey to our photo location. The C4's planetaries get a wake-up call, passing the message to 3.89:1 gears and Strange axles in a 9-inch housing. Goodyear Eagle slicks designed for drag racing pick up stones and sling them for yards with a tap of the accelerator.

Co-owner Manuel Villapando of Reflections Auto Body in Wilmington, California, dressed the body with the grey and purple finish clad with blue stripes.





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# Speed Lineage

## Hot, Street-Legal Performance In A Race Car

By Christina Crooks

PHOTOGRAPHY: JIM SMART

**H**ere's the situation: You love Mustangs, and you love speed; and you think that it would be nice to combine these two passions into a great-looking, street-legal race car. How does one fulfill this order besides tooling with the Mustang platform until it is respectfully speedy on the race course, yet tame enough for the street, all the while holding onto the aesthetic tradition of the original appearance? Enter Tim Holland's vintage racer—this Grabber Blue '65 Mustang coupe.

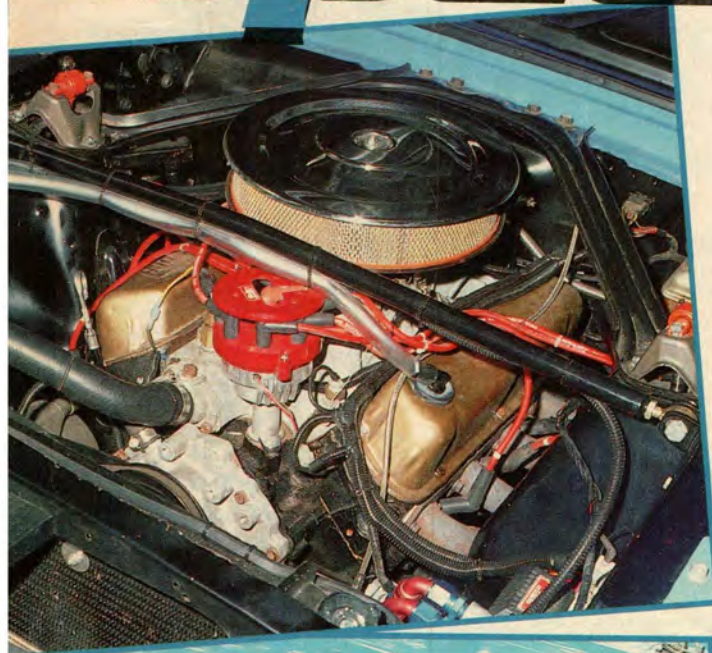
This is a replica of the early Trans-Am coupe-series Mustangs that shows off its muscular lineage with the traditional racing appearance paired with a performance-oriented suspension and driveline. One of the first things we notice are the Halibrand-style 16 inchers wrapped with BFGoodrich R-1 Roadrace tires. They function, and they contribute a great deal to the tough appearance. Advanced Suspensions' Stage 3 suspension kit and Baer racing brakes bring handling and stopping power.

The flight deck itself is an all-business racer's environment with a six-point rollcage, Cobra seating, a Halon fire system, Fuller harnesses, full instrumentation, a Hurst shifter and an aluminum steering wheel.

Ford's durable small-block is topped with a 750-cfm Holley double-pumper and a Port-O-Sonic induction. A custom-ground LeMans mechanical camshaft gives a vintage racer that "vintage" sound. Mallory ignition lights the fire, compressed by 12.0:1 TRW-forged pistons.

This vintage racer has come a long way from its humble beginnings as a theft recovery. But it clearly demonstrates its role today as a vintage racer on a mission. If you're looking for a pleasing balance of vintage looks and speed, this is certainly a good place to start.

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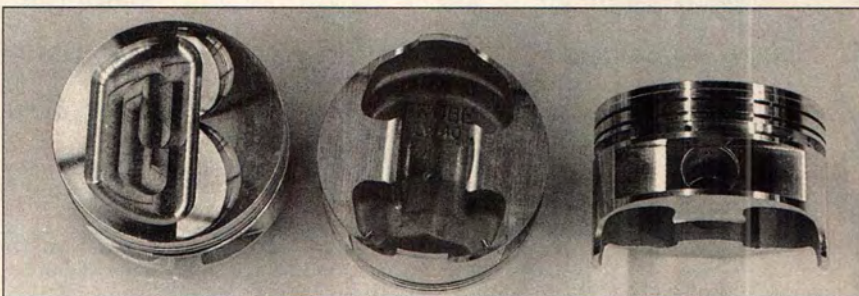
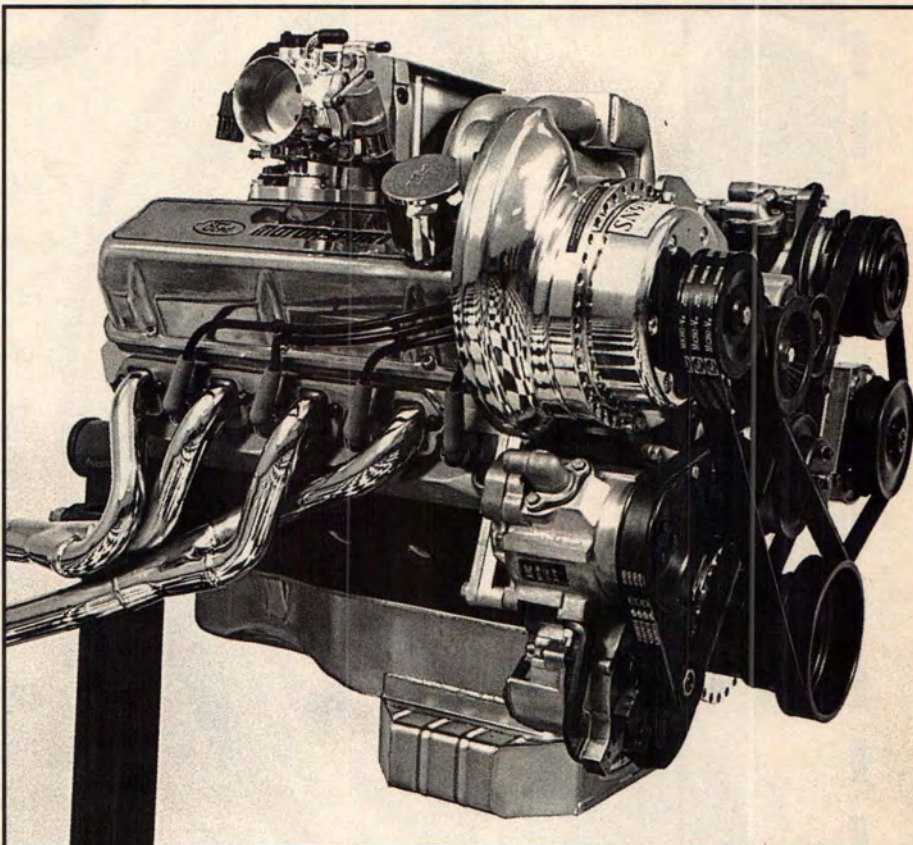
**Today, You Can Build A 500HP Engine For Your Commuter Restomod. All It Takes Is A Stroker Kit, A Supercharger, Fuel Injection And A Big Chunk Of Green.**

**Text & Photography By Isaac Martin**

**T**hirty years ago (heck even 20), anyone who wanted to drive a car with 500 horsepower had a daunting challenge to make it streetable. Most likely, it would have been big-block powered, with pretty stout compression and a big duration cam to match. Induction would consist of a carburetor (or a pair of them) mounted most likely on a single-plane intake. Or it might have been supercharged with a Roots-style blower through the hood, and the whine would be audible a block away. While the power was there, driveability wasn't. Fuel economy took it in the shorts; plus, crawling through traffic with a lumpy idle would be a trial. Your daily driver it wasn't.

However, this is, thank goodness, the '90s, and a 500hp street engine has become a very achievable proposition. Electronic fuel injection permits precision fuel metering, so engine response is crisp, and driveability and fuel economy are maximized. Furthermore, the proliferation of small-block stroker engine kits makes big-block bulk passé. Plus, the availability of aluminum heads means shedding additional weight. A centrifugal supercharger boosts power. Compared to a Roots style, it's quiet, and you don't have to cut your hood. Being stuck in traffic now means idling along at a smooth 1000 rpm.

Are we dreaming? We don't think so, nor does Paxton Products. Paxton let us follow along while it built a project 377ci stroker motor and bolted on a set of Trick Flow Specialties' Twisted Wedge aluminum heads, a GT40 manifold and upper plenum, an Accel Electronic Fuel Management system and one of its SN-93 blowers. The target is a herd of 500 thoroughbred ponies that is at home on the road under the hood of a '65 Mustang. This is a restomod at its best. While emissions compliance isn't a legal matter, we confidently predict that the car pass a tailpipe test by virtue of its efficient combustion and functioning smog devices. Oh, and did we mention that this small-block isn't low buck? The total parts tab is about \$10,000.



**Probe's stroker kit utilizes its custom forged pistons. Compression height is 1.433 inch, making for a compact package and, at 420 grams, it's light too. They allow a tight 0.003-0.004-inch piston-to-wall clearance.**

A Probe Industries 377ci stroker (4.030-inch bore by 3.700-inch stroke) kit was selected. This kit comes complete with Childs & Albert bearings and piston rings. It uses an offset ground 351W crank with the rod journal diameter reduced from 2.311 inch to 2.25 inch. Probe custom pistons are stan-

dard and offer two special features. They're forged from a special aluminum alloy, then CNC milled, which together allows tighter piston-to-wall clearance than a conventional forging. As an option, Eagle forged rods were selected for the 377ci stroker.

There are two ways to get a 351W/



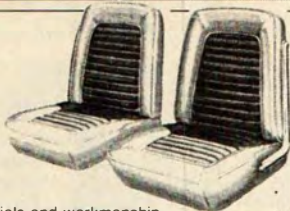
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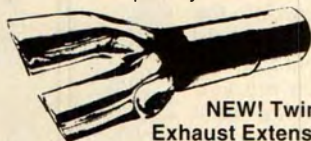
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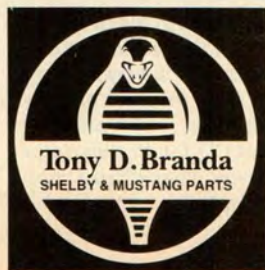
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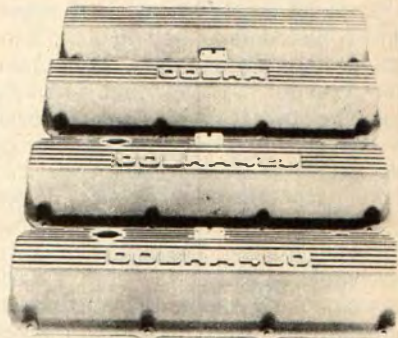
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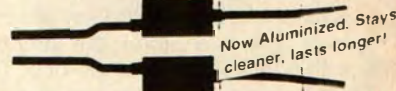


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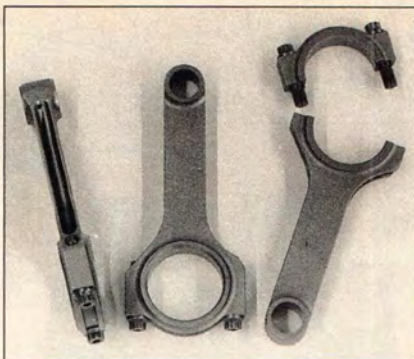
5.8L block. You can supply your own, or Probe offers the option of ordering a fully machined block with its kits. In this engine, Probe supplies a two-bolt main 5.8L casting with an E4AE-FA casting code (1984). It's just a production block but this is testimony to its durability, since it'll be corralling 500 horses. Since durability is important, the main cap bolts were replaced by Milodon main studs.

Since this engine is going into a street-driven '65 Mustang, getting 500 horsepower naturally aspirated would take some serious head work and a healthy cam. The obvious solution for velvet power on demand is a supercharger. Paxton supplied us with its SN93 unit, which produces 8 pounds of boost. This blower employs Paxton's proven ball-drive system that spins the impeller. The blower lubricant reservoir eases blower installation. It's self-contained and is located in the blower housing, so external plumbing is not required.

A Crane Cams retrofit roller cam (part No. 44HR00061) was selected, and the specs read 220 degrees duration (at 0.050-inch) intake and exhaust. Valve lift is 0.542 inch, and lobe centerline is 112 degrees. Overall, it's a good street cam. Because it's a small-base circle grind, special length pushrods are required (part No. 44627-16). Additionally, (as you'll see in the photos) installing the roller retrofit installation kit (part No. 44306-1) is simple and can be performed using regular hand tools.

Cylinder heads are the key to horsepower. This is a cliché, but very true. For this motor, a set of as-cast Trick Flow Twisted Wedge aluminum heads will be employed. Basically, the intake valve was repositioned 0.270 inch closer toward the intake face and rolled to 17 degrees with no side angle. The exhaust valve was moved 0.600 inch toward the exhaust face, and the valve angle was changed from 20 to 17 degrees with no side cant. One major goal was to have clearance with a 2.02/1.60 valve combination running with a cab as big as a Motorsport X303 (224 degrees duration at 0.050 and a 0.542-inch valve lift) without a large combustion chamber, piston modification or a short-block modification. According to Trick Flow, design features like these are impossible to implement on a cylinder head with inline valves.

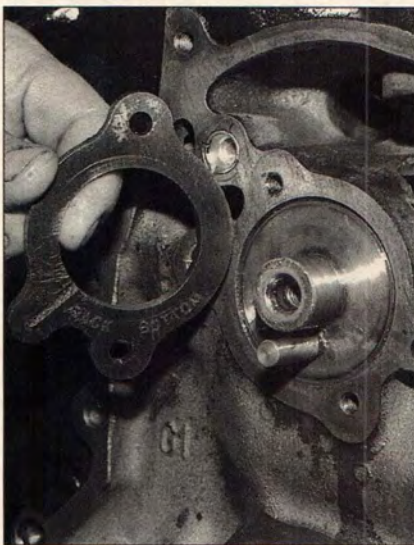
Intake and exhaust ports retained stock dimensions, making a true bolt-on head. One thing Trick Flow recommends for maximum performance and minimum valve-tip wear is to trash the stamped rocker arms and to install a set of roller rockers. Trick Flow claims that you can run up to 290 degrees of advertised duration without fly-cutting the pistons. Currently, heads are de-



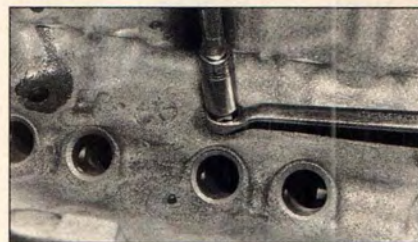
**For maximum durability, a set of optional Eagle rods (part No. CRS6200BS) is included. These H-beam rods use ARP rod bolts. Center-to-center length is a long 6.200 inch. Big-end diameter is 2.225 inch, and a 0.928-inch-diameter pin is utilized.**



**The block is an E4AE-FA factory two-bolt main casting that's been fully machined, including torque-plate honing. The last step is installing the cam bearings. This is critical, because the oil passage holes in the bearing saddles have to line up with the bearing hole. It's not a bad idea to let your machine shop install them.**



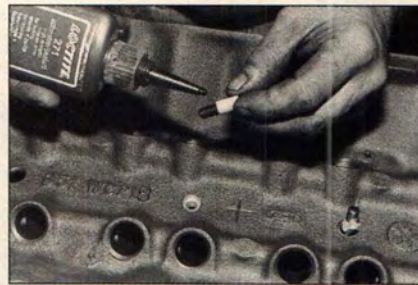
**The roller cam is installed in the block. It's a simple step, but make sure that the cam journals or lobes don't nick or gouge the bearings as they slide into the engine. The cam-retaining plate, which prevents cam thrust, is installed with two bolts. Note that it's marked "back" and "bottom" for correct orientation.**



**A Crane Cams' retrofit roller cam is being used, so in the engine valley, retaining studs to hold the lifter retainer in place have to be installed. This begins by positioning the insert in the oil-drain back hole (top). Holding the insert fixture with the box-end wrench (above), the bolt is screwed into the hole by the socket.**



**The bolt expands the insert in the hole, creating an interference fit. The insert on the left illustrates before and after.**



**Now the retaining studs can be screwed into the inserts and secured using Loctite 271. Because the studs must thread in at least 1/2 inch, they have been wrapped with tape to mark the distance.**

**Now the roller lifters are dropped into the lifter bores, followed by guideplates, which are marked "up." Unlike flat-tappet lifters, rollers can't rotate in their bores. The spider-like lifter retainer holding the guideplates goes on next.**

**On top of the retainer, a hold-down bar is installed along with locknuts.**





# 500 STREETABLE HORSEPOWER

signed only for flat-tops.

Three head configurations are offered. The first has pedestal-mount rockers (part No. TFS-51400001). The second has stud-mounted rockers (part No. TFS-51400002). The third has heads with stud mounts and premachined O-ring grooves (part No. TFS-51400003) to accommodate Fel-Pro's Loc Wirehead gaskets.

Overall, the design provides healthy power gains. According to Trick Flow dyno data, there are 54 ft-lbs of additional torque and 78 more horses than a stock-head-equipped 5.0L Cobra motor running with GT40 intake and an E303 cam. In fact, the Twisted Wedge makes 10 horses and 2 ft-lbs more torque than Trick Flow's original high-port Ford heads, which were no laggards in the power department.

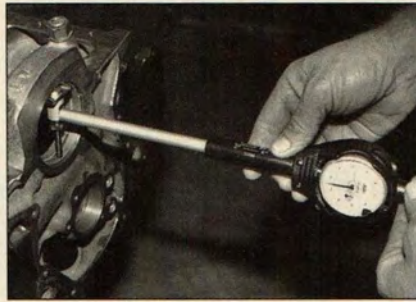
Electronic engine control is the key to high-power and street-driving happiness, and Accel's Electronic Management System (EMS), (part No. 74030) was selected to do the job. This is a stand-alone system that is complete with Electronic Control Module (ECM), wiring harness and sensor connectors. This is an injector batch fire system, and it has a heated oxygen sensor for closed-loop operation to provide peak performance. The ECM system retails for \$1038, and the software is an additional \$200. Accel is also very service oriented.

Power requires the correct fuel volume, and this engine was fitted with 36-pounds-per-hour injectors. Additionally, fuel-system components will include Paxton Products' aluminum fuel rails and the Granatelli Series fuel pump, which can feed up to 1100 horses.

Installing the front dress required only a couple of modifications, since the 5.0L blower brackets bolt to the 351W block pretty easily. Because of the 351's 1.298-inch-taller deck height, not all of the front accessory holes line up. As the photos illustrate, the A/C support bracket needed modification, and a small blower support bracket was fabricated.

## How Much Does It Cost?

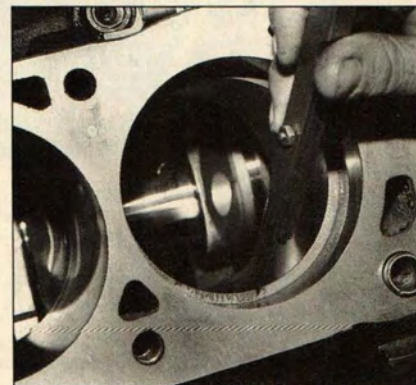
In aviation, there's a saying that there are old pilots and there are bold pilots, but there are no old, bold pilots. Likewise, you could say there are durable 500hp engines and low-buck 500hp engines, but there are no durable, low-buck 500hp engines. This engine should last like a street engine, yet shrug off repeated 5500-rpm quarter-mile blasts. To do both, you need quality components, you need professional assembly. Here's a list of the major



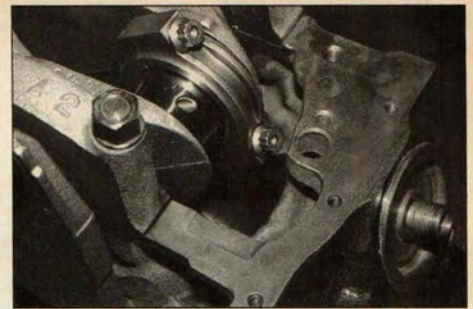
*Main bearings are installed and the main caps are torqued into place with Milodon main studs replacing the bolts to provide maximum clamping strength. You can use stock bolts, but studs are tougher and deliver more consistent torque readings. Main-stud torque is 100 ft-lbs, using 20W-50 engine oil. Now the inside diameter is measured with a dial bore indicator. Next, the corresponding main journal will be measured with an outside micrometer. The two measurements are subtracted, indicating the bearing clearance. It was the desired 0.0025 inch.*



*The Probe pistons use a full-floating pin, so Spirolock retainers are installed. They take patience to install correctly.*



*Before putting Childs & Albert rings on the pistons, the ring end gap is checked by inserting a ring in the cylinder bore, then squaring it with a piston. Then use a feeler gauge to check the clearance between the ring ends. Ring end gap is 0.016 inch.*



*Prior to permanently installing the pistons, a prudent engine builder always checks rotating assembly clearances on a stroker motor. Here's an area of potential interference, albeit our application had plenty of room. Also check clearance between the crank counterweights and pistons. The 377 stroker doesn't require any block clearancing, but if you move up to a Probe 408 or 426ci kit, clearancing will be required. The cast crank is fully machined and polished, and the oil holes are radiused to promote flow.*

*A tapered-bore ring compressor is used. This shot also details the 27cc dish that was machined into the piston head. Since this is a supercharged application, the dish increases combustion-chamber volume to reduce compression ratio. Final compression ratio computed to 8.9:1.*



*Down at the crank, the rod big end is guided onto the rod journal as the piston is tapped into the bore. Note that the rod chamfer (arrow) faces toward the rod journal radius. Rod bolts are torqued to 63 ft-lbs, using ARP moly lube.*



*To degree the cam, Crane's steel billet Pro-Series timing chain is installed. With the timing chain in place, the degree wheel and pointer are set up and a piston stop is used to determine top dead center. Cam timing matched the cam card.*



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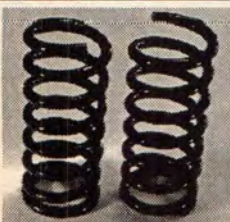
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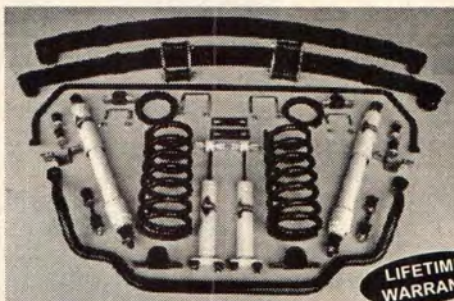


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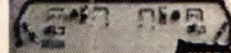


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\* Clamp in style radiator  
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# 500 STREETABLE HORSEPOWER

components that were used, followed by a suggested retail or advertised price. Assembly cost, if you don't do it yourself, is extra.

Component	Price
Probe 377 Engine Kit.....	\$2041
Probe 351W Block, fully machined...	\$629
Probe harmonic balancer.....	\$175
Ford Motorsport GT-40 plenum and manifold.....	\$911
TFS Twisted Wedge heads.....	\$899
Accel Electronic Fuel Management..	\$1038
Accel CALMAP software.....	\$200
Mallory Comp 9000 electronic distributor.....	\$189
Crane retrofit roller cam.....	\$307
Crane retrofit installation kit.....	\$218
Crane pushrods.....	\$83
Crane Gold roller rockers.....	\$310
Milodon oil pan.....	\$165
Paxton SN93 supercharger kit.....	\$3295
<b>Total Parts.....</b>	<b>\$10,460</b>

## So How Did It Do On The Dyno?

After Paxton technicians assembled the engine, it was off to the dyno for the moment of truth. Will this 377ci stroker deliver 500 horsepower?

The engine was bolted on the Stuska dyno at Duttweiler Performance. Kenny Duttweiler, we're sure, needs no introduction other than to say he is one of the most talented engine-development people in the country, and he has a great amount of experience with electronically fuel-injected and supercharged engines.

All the sensors were connected, and a set of equal-length shorty headers with 1½-inch-diameter primary tubes was installed. Before starting, the engine's oil system was primed, and then the engine was broken in. Several pulls were made, with the fuel mapping adjusted as needed to stay away from detonation. The dyno figures are for the best run made.

Studying the numbers reveals the engine's strengths. Yes, we exceeded our 500hp goal, with a peak of 534 at 5400 rpm, but we're more interested in torque. Torque is measured, and horsepower is calculated, so torque is the real force that moves the car. At 2900 rpm there are 458 ft-lbs of torque, and that essentially doesn't drop until 5900 rpm. Peak torque of 563 ft-lbs is at 4400 rpm, which is accessible via a quick stab with your right foot. The engine can be summed up in one word: awesome. The '65 Mustang will be a rocket ship with this much power.

Another figure is BSFC, which stands for Brake Specific Fuel Consumption, a measure of how efficiently the engine converts fuel into energy. The lower the number, the better. Anything under 0.50 is very good, so when you see the numbers in the forties, it proves that this engine is super. Idle quality has a slight chop to it, but what's really impressive is the throttle response. It is razor sharp. Idle vacuum was about 13 inches.

One goal we hoped to test was whether or not this engine could deliver 20 mpg in the Mustang. Unfortunately, car projects take on a life of their own, while editorial deadlines are unforgiving, so we didn't get a chance to road-test our thesis. However, Duttweiler offered an opinion. He explained that with proper gearing and an overdrive transmission, if you cruised down the road at a steady 65 mph at about 1500-1600 rpm, the engine will likely deliver that number.

## Dyno Results\*

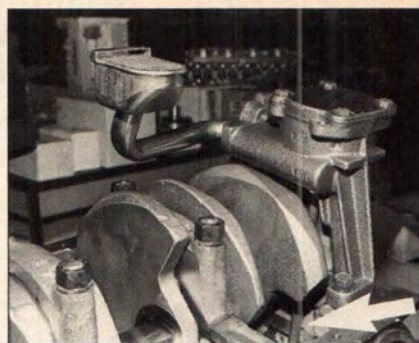
RPM	Corrected Torque (ft-lbs)	Corrected hp	BSFC	Boost (psi)
2900	458	257	0.52	2.99
3000	460	263	0.50	3.10
3100	463	273	0.50	3.29
3200	473	288	0.49	3.46
3300	482	303	0.48	3.64
3400	494	319	0.47	3.84
3500	510	340	0.46	4.09
3600	518	355	0.46	4.30
3700	522	368	0.46	4.51
3800	530	383	0.45	4.71
3900	537	398	0.45	4.88
4000	546	416	0.44	5.04
4100	550	431	0.44	5.18
4200	557	446	0.44	5.34
4300	562	460	0.44	5.54
4400	563	470	0.44	5.72
4500	563	482	0.44	5.90
4600	561	492	0.45	6.10
4700	559	500	0.45	6.27
4800	555	503	0.45	6.45
4900	552	515	0.46	6.56
5000	547	520	0.46	6.70
5100	543	527	0.47	6.83
5200	537	532	0.47	6.94
5300	527	532	0.48	7.09
5400	519	534	0.49	7.22
5500	508	532	0.49	7.37
5600	497	530	0.50	7.52
5700	486	528	0.50	7.72
5800	474	523	0.51	7.99
5900	459	516	0.51	8.27

\*Figures corrected to 29.92-inch Hg and 60-degrees dry air.

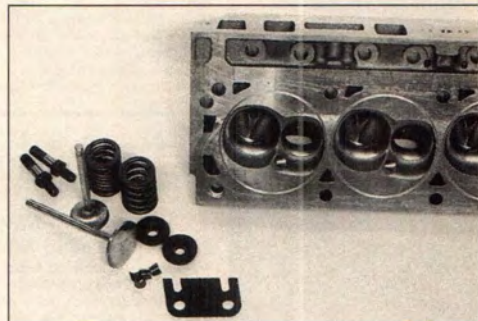
Bold figures indicate peak power.

## Source

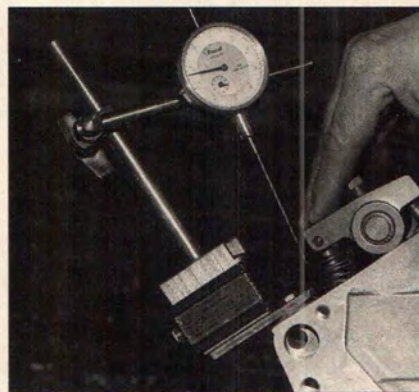
**Duttweiler Performance**  
Dept. MF  
1563 Los Angeles Ave.  
Saticoy, CA 93004  
805/659-3648



Milodon's oil pump (plus pickup) is bolted on. When installing the pump shaft, make sure there's a minimum of 0.050-inch clearance (arrow) so that nothing strikes it.

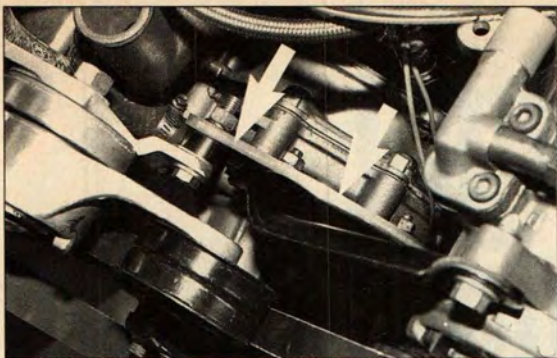


The Trick Flow Twisted Wedge head comes assembled with quality components, including screw-in studs and 2.02/1.60-inch valves. These heads already have the receiver groove cut for Fel-Pro's Loc Wire head gasket. A 14mm-diameter spark plug with a ¾-inch reach and a gasket seat is specified.



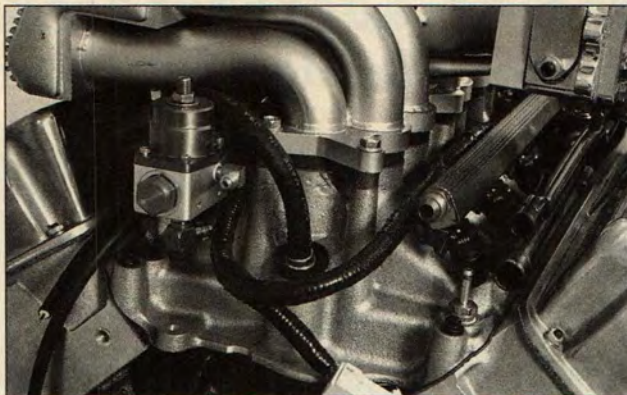
Milodon head studs are screwed in hand tight. With the head in place, piston-to-valve clearance is checked. The number-one piston is rotated to TDC and clearanced at 5, 8 and 10 degrees before and after TDC is checked. At each point, push the valve down until piston contact is made, and observe the distance indicated on the dial. A minimum of 0.100 inch is suggested. A head gasket isn't used here, because when the engine is finally assembled, you'll know that you've got an extra 0.040 inch of clearance. Fel-Pro Loc Wire gaskets are now installed, followed by the heads. Recommended torque is 100 ft-lbs on the upper studs and 90 on the lower, using 20W-50 oil on the threads.



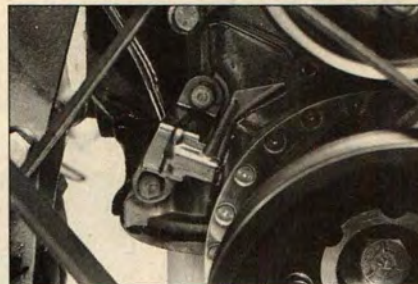


On top you can view where a new plate (arrows) had to be fabricated to join the blower support bracket because of hole mismatch. That's the only other modification it took to adapt a 5.0L blower package to a 5.8L block.

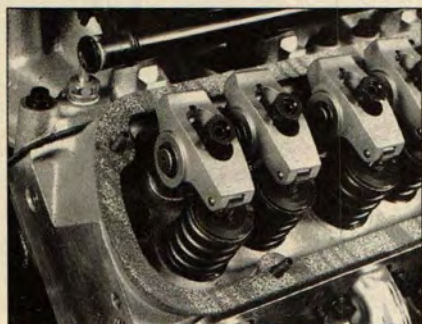
A rear view of the manifold reveals Paxton's adjustable fuel-pressure regulator and its aluminum fuel rails. Accel 36-pounds-per-hour injectors spritz fuel into the intake ports.



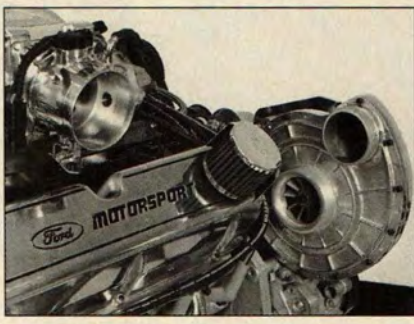
You can clearly see the Milodon front sump oil pan. Also visible is the Probe Industries harmonic balancer—a fluid-style design with an aluminum case for less weight. With the long crank snout, reduced weight extends bearing life.



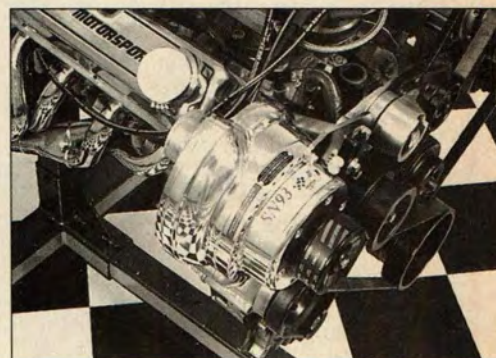
Another interesting detail involves using the regular 5.0L timing marker. Because a front sump Milodon oil pan was fitted, a front timing cover with an oil dipstick hole was used.



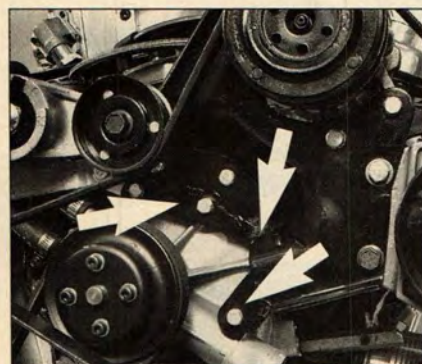
Crane Gold Race roller rockers (part No. 36757-16) with a 1.70:1 ratio are used. Here you can see how the valve stems at the roller tips are "twisted" toward the intake and exhaust faces, unlike the straight-stem alignment of a regular Windsor head.



An Accufab billet throttle body will meter incoming air from the blower outlet. Tall, polished-aluminum Motorsport valve covers (part No. M-6582-E302) dress up things nicely.



Paxton's SN93 blower is driven by a six-rib serpentine belt. Delivering the sparks is a Mallory Comp 9000 distributor and Accel's 300-plus plug wires.



A detail of the front dress shows one area where the air conditioning mounting plate had to be extended (arrows). Remember that the 5.8L block is taller than the 5.0 liter, so some front bolt holes won't line up.

#### Sources

**Accel/Mr. Gasket Performance Group**  
Dept. MF  
8700 Brookpark Rd.  
Cleveland, OH 44129  
216/398-8300  
800/992-2235

**Accufab**  
Dept. MF  
1514-B E. Francis  
Ontario, CA 91761  
909/930-1715

**Crane Cams**  
Dept. MF  
530 Fentress Blvd.  
Daytona Beach, FL 32114  
904/258-6174

**Ford Motorsport**  
Dept. MF  
44050 N. Groesbeck Hwy.  
Clinton Township, MI 48036-1108  
313/337-1356

**Mallory Inc.**  
Dept. MF  
550 Mallory Way  
Carson City, NV 89701  
702/882-6600

**Milodon, Inc.**  
Dept. MF  
20716 Plummer St.  
Chatsworth, CA 91311  
818/407-1211

**Paxton Products**  
Dept. MF  
1260 Calle Suerte  
Camarillo, CA 93012  
805/987-5555

**Probe Industries**  
Dept. MF  
42257 6th St. W-307  
Lancaster, CA 93534  
805/945-3363

**Trick Flow Specialties**  
Dept. MF  
1248 Southeast Ave.  
Tallmadge, OH 44278  
330/630-1555 **M&P**



# Choose The Right Wheel/Tire Combination

**Make The Most Of One Of The Greatest Investments For Your Vintage Ford**

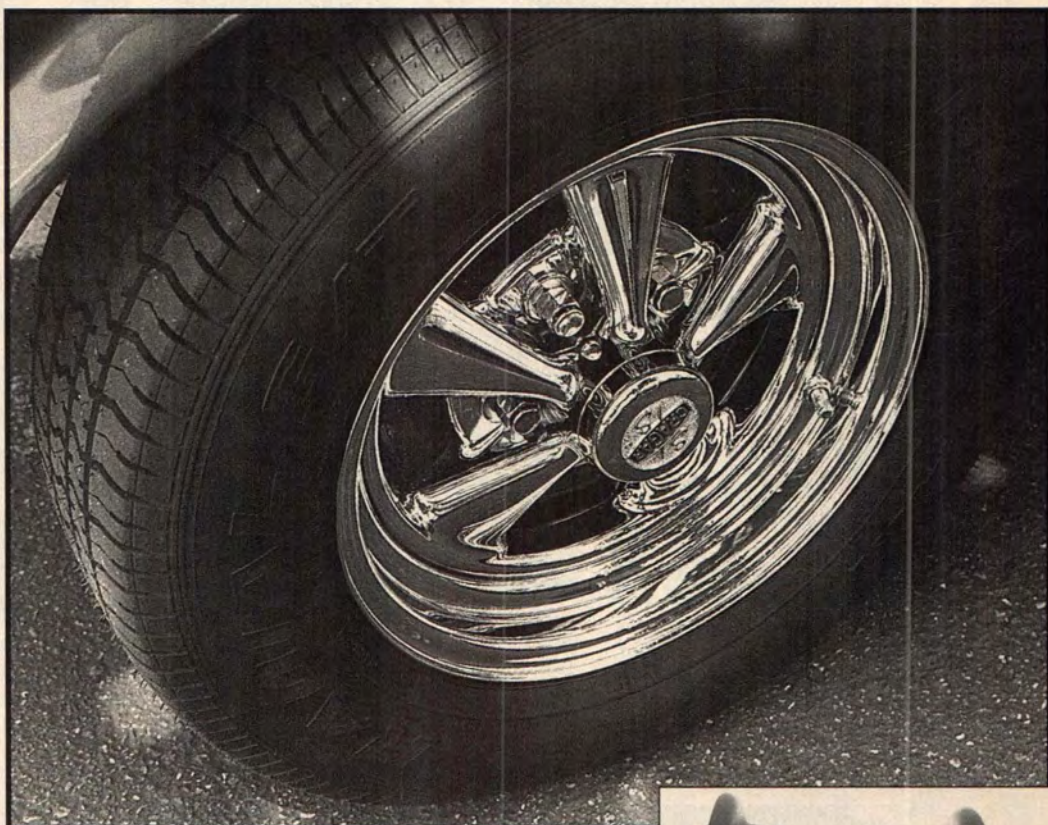
**Text & Photography  
By David Proctor**

**M**ost of us have been there at one time or another. You've just plunked down \$1500 for an awesome set of mag wheels and the widest tires you could find. A hard turn to the right pulling onto Main Street reveals the intense emotional pain that goes with knowing you didn't make the right decision in the showroom. The "vrrrrump!" of the tire side-wall rubbing against the fender lip or brake caliper yields the question, "How long can I stand this before I have to sell these skins and spools?"

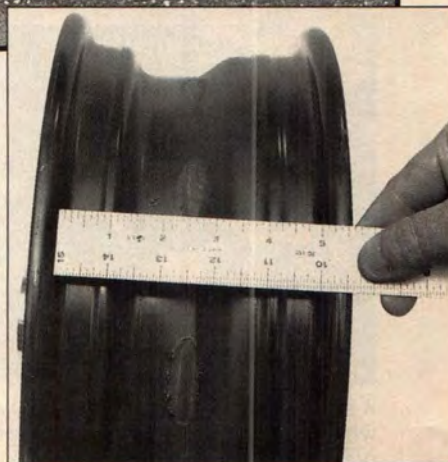
A purchase of tires and wheels doesn't have to be a \$1500 mistake if you plan your purchase carefully. It is vital for you to understand going in what will fit and what won't. It is also important to properly match the wheel and tire to the mission and the vehicle. There are wheel-and-tire configurations appropriate for drag racing that are not proper for road racing or daily driving. Drag racers sport larger tires and wheels aft and narrow examples fore. Road racers need plenty of rubber fore and aft.

According to Ron Bramlett of Mustangs Plus, not measuring the application in the beginning is the biggest mistake most of us make while buying wheels. We do a lot of assuming while seated comfortably in our living rooms with a wheel catalog. Bramlett suggests trotting out to the garage and measuring the application before visiting the speed shop or toll-free order line. Mustangs Plus markets a variety of American Racing and Magna race wheels as well as 15-inch styled steel wheels for mild restomods.

Tire selection tends to be more straightforward than choosing the right wheel. Tire choice simply boils down to your driving mission and how you want your Mustang to look. High-performance tires with an emphasis on handling generally have a softer rubber compound. This yields terrific handling, but it also means shorter tread life. A harder compound yields longer tread life, yet you will sacrifice handling. It's hard to find both in a tire.



*Wheel width is the first step. Stock Mustang wheels typically measure 5 inches from rim lip to rim lip. Wheel width can be taken as high as 7 inches on a '65-'66*



*Mustang and up to 8 inches for a '67-'73 Mustang. Naturally, we must also consider offset and wheel position in any application.*

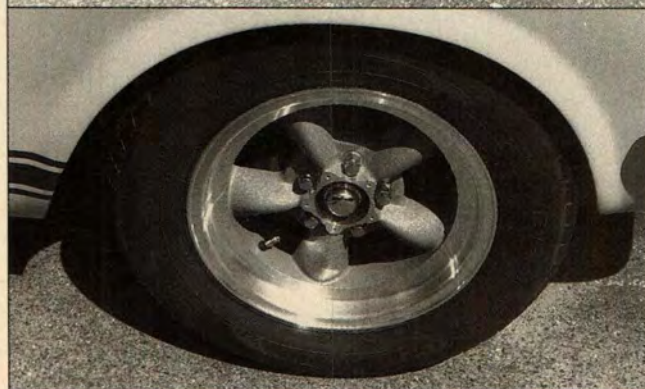




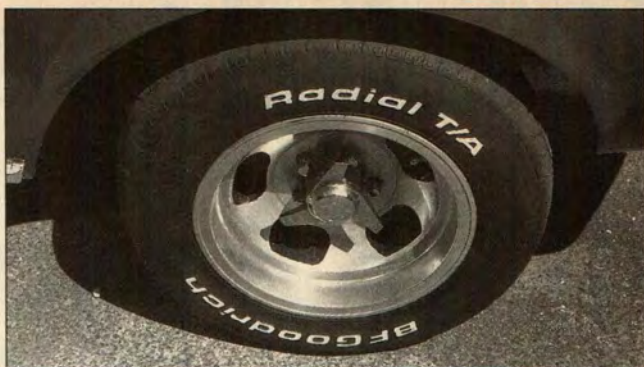
Wheel offset is critical and must always be considered first. Offset is the wheel flange position in relation to the outboard rim lip. In this case, we have a 3 $\frac{1}{4}$ -inch offset, which is the norm for a Mustang wheel. The greater the offset, the closer the tire sidewall comes to the fender lip. Likewise, the lesser the offset, the closer the inner wheel-rim lip comes to the inner wheel house or upper control arm. Offset is very important.



Wheel offset determines clearance between the upper control arm and the tire sidewall (arrow). Too little offset will take the sidewall right into the control arm.



Choosing the proper wheel is important. The American Torq-Thrust "D" is a Mustang natural because it was in style in 1965, and it remains in style today. Its timeless design makes it a perfect fit for any vintage Ford. If you want an outlaw look, pop off the center caps for a ready-to-race demeanor.

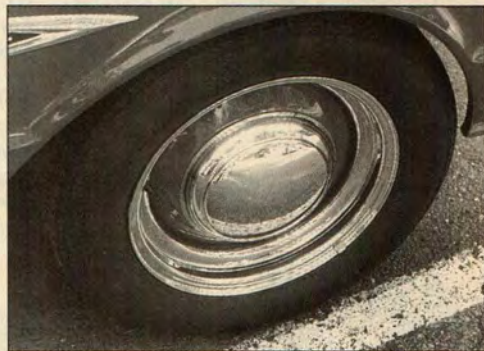


Slotted mags are a longtime favorite and are still in production. These are a natural for vintage Fords and are available from a number of manufacturers. However, we suggest avoiding the spinner shown here.

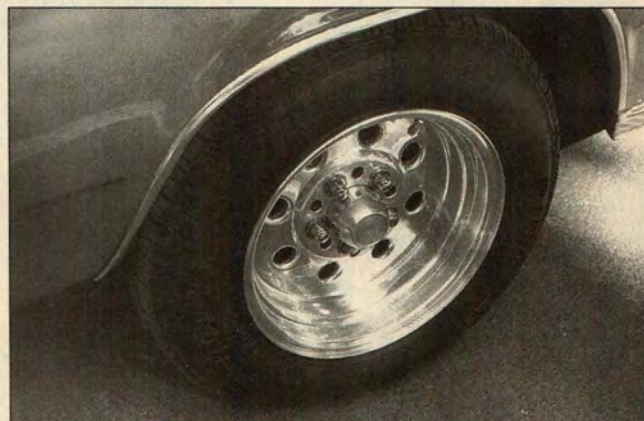


The old tried-and-proven Keystone Classic is another period wheel that takes us back to the original musclecar era. These were very popular in the beginning of the era, and they make a nice retro retrofit for vintage Fords.

Two-tone chrome reverse wheels are outstanding and very affordable restomod additions when you're on a budget and you're seeking a popular period look. These were



on a '63 Falcon Futura, and the owner painted the wheel flange body color for a nice twist.



Forged wheels like this are available from a variety of manufacturers in a multitude of designs. This is one of the few aftermarket wheels that jibe well with vintage or late-model Mustangs and other Fords. ➤



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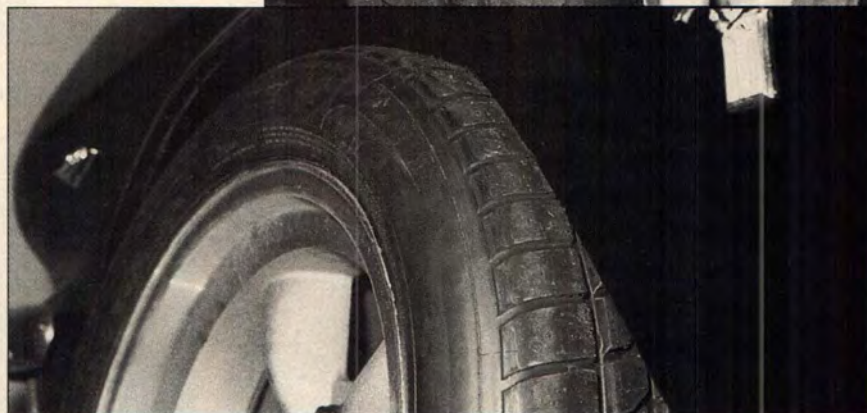
9 Whatney Irvine, CA 92718

# Choose The Right Wheel/Tire Combination



*This is the Vintage Wheel Works 16-inch Torq-Thrust "D" that is an outstanding addition for early Mustangs. The 16-inch Torq-Thrust shown here is wrapped with a 225/50/16 low-profile BFGoodrich Comp T/A. This just barely fits the lowered Mustang fastback restomod. Ride height must be determined before you buy a wheel and tire because ride height greatly affects clearances.*

*Tire-to-fender-lip clearances aren't as critical in the rear as they are up front. Our Vintage Wheel Works 16-inch Torq-Thrusts and BF Goodrich Comp T/As clear the rear wheelwells with ease. In front, the tire-to-fender-lip clearance is close, which is where ride height comes into consideration.*



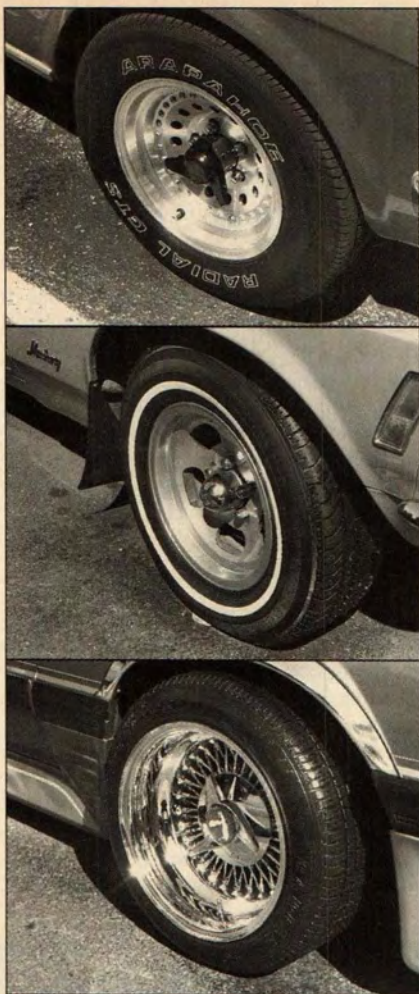
## SOURCES

**BFGoodrich**  
Dept. MF  
P.O. Box 19001  
Greenville,  
SC 29602-9001

**Mustangs Plus**  
Dept. MF  
2353 N. Wilson Way  
Stockton, CA 92505  
209/944-9977

**Vintage Wheel Works**  
Dept. MF  
12427 Penn St., Ste. D  
Whittier, CA 90602  
310/907-5599





*Tire, wheel and component matching is important to appearance. While wheel spinners are appropriate in some applications, they just don't work on an early Mustang. Likewise, whitewalls and mag wheels simply don't go together. Keep your sidewalls black. Wire-style wheels, especially in gold, aren't a suitable match for vintage Mustangs.*



*Tire selection boils down to your driving mission and the look you want to achieve. The BFGoodrich Radial T/A is a popular vintage-Mustang performance tire for stock and mild-restomod Mustang GTs, Bosses, Mach 1s and Shelbys.*

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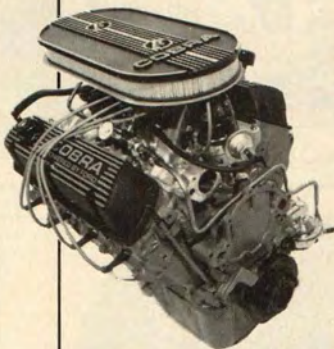
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# Performance Wheel & Tire Buyers' Guide

## Your Source For Vintage And Late-Model Mustang And Ford Skins And Spools

**N**othing molds a Mustang's personality quite like a striking set of wheels and tires. Stock wheel covers aren't bad for concours-show profiling or a Sunday parade. Styled steel wheels give a Mustang the spirit of a well-optioned steed, where originality is important. However, nothing shows the world that you've "arrived" quite like a set of 17-inch forged wheels and BFGoodrich Comp T/As or a set of American Torq-Thrust "D"s with polished spokes. That's what this performance-wheel-and-tire buyers' guide is all about. It's about the emotion and the thrill that comes from a splash of forged aluminum rolling stock wrapped in sticky polymers that keep a hot-performing Mustang glued to the asphalt.

We looked to a wealth of aftermarket wheel companies, not to mention tire companies interested in parading exciting products before inspired *Mustang & Fords* readers. Here's what they shared with us.

### High-Country Custom

Want to wake up the neighborhood or your favorite cruising spot? Colorado Custom's "got the goods" in the Silverplume CNC-machined wheel. This striking wheel is awesome for vintage and late-model Mustangs alike, and it is available in 14- through 20-inch rim diameters. This wheel features a two-piece center cap/lug including two- and three-blade spinners. Mold your own image with the Silverplume from Colorado Custom. For more information contact Colorado Custom, Dept. MF, 363 Jefferson St., Fort Collins, CO 80524, 970/224-5750.



### Of Epic Proportions

Three-spoke wheels are becoming popular in the '90s. As a result, Wheel Components is responding to the demand with the Ventura alloy wheel for vintage and late-model Mustangs and Fords. The Ventura is chrome plated for lasting good looks and is available in 15x7-, 16x7- and 17x8-inch sizes. Epic wheels feature a lifetime structural warranty and a multiyear limited warranty on the plating. For more information contact Epic Wheels by Wheel Components, Dept. MF, 1340 S. Manhattan Ave., Fullerton, CA 92631, 714/774-2412.

### Coker Performance

Concours restorations demand originality, which is why restorers look to Coker Tire for all of their specialized tire needs. Take the Firestone Wide Oval bias-belted tire, for instance: Coker Tire brings to the restoration forum the popular Wide Oval belted tire for concours restorations. Coker Tire has just the reproduction tire for your restoration needs, including the dual red-bands. For more information contact Coker Tire, Dept. MF, 1317 Chestnut St., Chattanooga, TN 37402, 200/251-6336 or 615/265-6368.







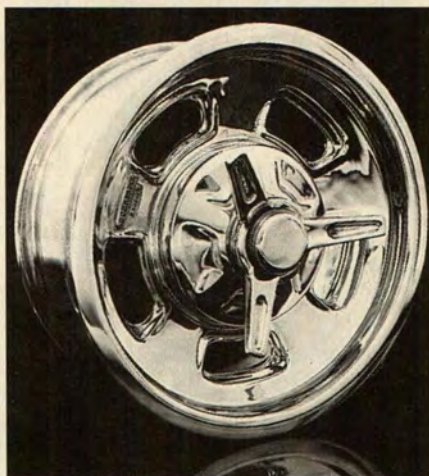
## Styled Steel Pop-On

Have you ever had an envious moment when you longed for those glistening styled steel wheels on your buddy's '65 Mustang GT fastback? Scott Drake Mustang Parts understands your emotional needs and fulfills the fantasy with the world's first styled steel wheel covers for vintage Mustangs. These attractive wheel covers enable all Mustangers on a budget to clad their ponies with the sporty look of styled steel without the high cost of a set of styled steel wheels. These little beauties pop on in a matter of minutes, and then you're ready for styled steel cruising. The styled steel wheel covers are available from your favorite Scott Drake Mustang retailer. For more information contact Scott Drake Mustang Parts, Dept. MF, 2255 E. Pleasant Valley Rd., Unit M, Camarillo, CA 93012, 800/999-0289 or 805/389-6600.



## Faster Than 149 MPH

When it comes to safety and handling, a vintage Mustang is only as functional as its tires. That's why the BFGoodrich Comp T/A ZR4 is just the tire for your combination weekend racer and week-day commuter. The Comp T/A ZR4 is rated for speeds above 149 mph, which means it has the strength to handle your freeway commute. This all-weather radial tire rounds out BFGoodrich's Comp T/A high-performance lineup, and it is available in a wide variety of sizes for vintage and late-model Mustangs. For more information contact BFGoodrich, Dept. MF, P.O. Box 19001, Greenville, SC 29602-9001.



## Halibrand Sprint

Nothing screams classic performance like the tried-and-proven Halibrand Sprint wheel from Halibrand. The Sprint wheel that was so popular 30 years ago is a timeless design for a timeless design like the classic Mustang. Like the Mustang, the Halibrand Sprint Wheel, with its knock-off spinner hub, is as in style today as it was more than three decades ago. There are 21 sizes of the Sprint available to fit your Ford. For more information contact Halibrand, Dept. MF, P.O. Box 100, Wellington Airport, Wellington, KS 67152, 800/824-7947 or 316/326-2111.



## EVO Type 44

Here's a wild twist for late-model '94-'96 Mustangs: the EVO Type 44—a direct spin-off of the Type 80 road-racing wheel. The EVO Type 44 from the EVO Division of Weld Racing is a forged aluminum alloy wheel consisting of a forged, CNC-machined center and a one-piece forged rim section. The Type 44 is manufactured to the most exact specifications and tested to the new ISO 9000 standards for global quality. It is available in 15-, 16- and 17-inch sizes for late-model Fords. For more information contact the EVO Division of Weld Racing, Inc., Dept. MF, 933 Mulberry St., Kansas City, MO 64141, 816/421-8040.

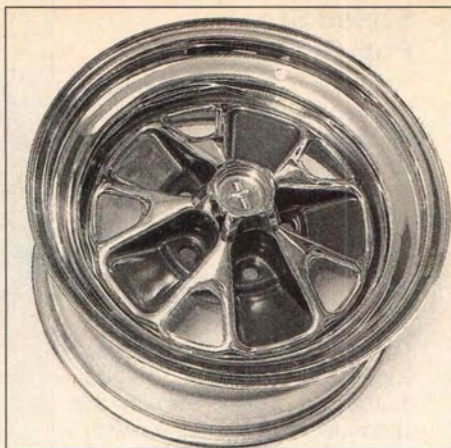


# Performance Wheel & Tire Buyers' Guide



## Brighton Billet

We like the exciting new concept wheels from Colorado Custom. Just look at the Brighton five-spoke billet wheel and tell us it wouldn't wake up your sleepy vintage Mustang. Like the rest of the Colorado Custom wheel product line, the Brighton is CNC-machined from 6061 T-6 billet aluminum for extraordinary strength and design flexibility. What's more, it is available in 14- through 20-inch-diameter sizes. This is an exciting and new approach to wheel design. For more information contact Colorado Custom, Dept. MF, 363 Jefferson St., Fort Collins, CO 80524, 970/224-5750.



## Styled Wheel

There's only one stock wheel better than a 14-inch styled steel wheel and that's a 15-inch styled steel wheel from Mustangs Plus. Mustangs Plus is your one-stop headquarters for mild and wild restomod performance wheels and accessories. The 15x7-inch styled steel wheel enables you to move up to larger rubber for improved handling and safer performance. For more information contact Mustangs Plus, Dept. MF, 2353 N. Wilson Way, Stockton, CA 95205, 209/944-9977.



## Cobra Rubber

The '94-'96 Mustang Cobras enjoy outstanding handling characteristics due, in part, to a quartet of Goodyear Eagle GS-C speed-rated radial tires at all four corners. The GS-C sticks to the pavement under all kinds of conditions. This level of performance is available for vintage Mustangs and special-interest Fords. See your Goodyear tire retailer.

## An American Classic

If ever there was an official performance wheel of the vintage-musclecar movement, it is the popular American Racing Torq-Thrust "D" five-spoke wheel. This is the wheel that started the aftermarket-wheel sensation back in the '60s and has kept the momentum going ever since. The Torq-Thrust "D" has often been copied, but never with the success of the American original. There is a Torq-Thrust "D" to fit your needs in 14x6-, 15x4.5-, 15x6-, 15x7-, 15x8.5- and 15x10-inch diameters. For more information contact American Racing Equipment, Dept. MF, 19067 S. Reyes Ave., Rancho Dominguez, CA 90221, 310/635-7806.



## Pirelli P7000 Super Sport

Bet you've never considered mounting a set of Pirellis on your vintage Mustang or special-interest Ford. But the Pirelli P7000 Super Sport from Discount Tire Direct is worth a second look. This is an ultrahigh-performance all-season tire with a high-tech directional tread design for outstanding traction on wet pavement. This tire has been rally-race tested in all kinds of weather conditions with great success. For more information contact Discount Tire Direct, Dept. MF, 7333 E. Helm Dr., Ste. 7, Scottsdale, AZ 85260, 602/443-4341.





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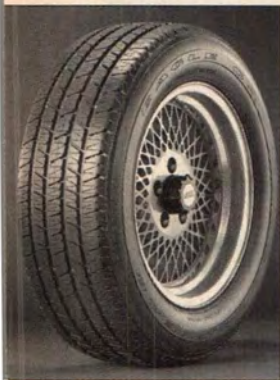
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# Performance Wheel & Tire Buyers' Guide



## Goodyear Eagle GA

The Goodyear Eagle GA radial tire has been Ford's choice for a Mustang tire since the beginning of the '94 model year. The Eagle GA gives mild-mannered Mustangs an attitude because it offers extraordinary handling characteristics for the more softly sprung ponies. Pop a set of these on your vintage daily driver and experience an immediate difference in response and control. For more information on the Goodyear Eagle GA, see your nearest Goodyear dealer.



## Forged Performance

Thirty years ago, the selection of performance wheels was a fraction of what it is today. Today, we're blessed with a wealth of new-age wheel manufacturers like Forgeline Motorsports that offers a virtual smorgasbord of choices in a variety of sizes. This good-looking five-spoke forged wheel is hammered out by a 6000-ton press, offering unprecedented strength in a true forging that is mirror smooth. This high-strength, lightweight wheel is available in 16x7-, 16x8-, 17x8-, 17x9.5-, 17x11-, 18x8- and 18x10-inch sizes for a wide variety of applications. For more information contact Forgeline Motorsports, Dept. MF, 3578 S. Kettering Blvd., Ste. 600/700, Dayton, OH 45439, 513/643-0050.



## Shelby Wheels From Paradise

Paradise Wheels has just the solution for restomods seeking retrogressive performance. We're talking complete restoration service for original performance wheels like '65 Shelby Cragars, '67 Magstars, '69-'70 five-spokes and even the classic American Racing Torq-Thrust "D" mag wheels that are so popular today. For more information contact Paradise Wheels, Dept. MF, 10158 El Nopal, Santee, CA 92071, 619/562-2598.

## Drag Tire

Drag Racing remains America's number-one motorsport. It seems logical that someone would conceive a radial tire designed just for drag racing. BFGoodrich has. It's the Comp T/A Drag Radial designed for stock e.t. classes. This is a radial tire designed specifically for drag racing and getting to and from the dragstrip. BFGoodrich conceived the drag-radial idea largely for reasons of safety because too many racers head for the track with drag tires on the rear and street radials on the front, which is downright dangerous. The Comp T/A drag radial keeps a drag racer stable and safe en route to the track and during the race. For more information contact BFGoodrich, Dept. MF, P.O. Box 19001, Greenville, SC 29602-9001.



## Retro-Resto

The all-new Dual Rib II from Radir Custom Racing Wheels is a brand-new design, yet it sports features we've seen before. The Dual Rib II features '60s styling with '90s technology in a one-piece aluminum-constructed wheel. This affords you the advantage of plenty of disc-brake clearance for nearly any application. The Dual Rib II is available in 14x6, 14x7, and 15x4 through 15x14 inches. Finishes available are fully polished, dark-gray spokes or as cast. For more information contact Radir Wheels, Inc., Dept. MF, P.O. Box 166, Montville, NJ 07045, 201/334-3470.

## Whoa!

This multispoke design from Epic Wheels by Wheel Components is truly eye-catching. The Silverstone wheel is constructed of a one-piece alloy and is available in 15x7- and 16x7-inch sizes for vintage and late-model Fords alike. For more information contact Epic Wheels by Wheel Components, Inc., Dept. MF, 1340 S. Manhattan Ave., Fullerton, CA 92631, 714/774-2412.







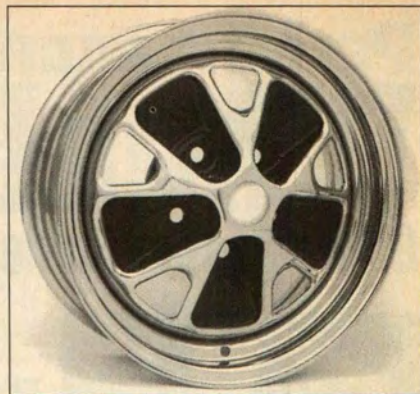
### Stylish Three-Spoke

The 22 Trident three-spoke wheel from Center Line Performance Wheels is a soft three-spoke design because it is subtle in its execution. Its two-piece construction is fully polished to a mirror finish with a billet center that includes machined and fluted slots. Available in 15-, 16- and 17-inch diameters, the 22 Trident is a high-tech natural for vintage-Ford buffs with restomod on their minds. For more information contact Center Line Performance Wheels, Dept. MF, 13521 Freeway Dr., Santa Fe Springs, CA 90670, 310/921-9637.



### Kleen Wheels

One of the greatest frustrations with disc-brake-equipped Mustangs (old and new) is the brake dust that accumulates on those sparkling aftermarket wheels after a few miles of driving. There's not much that you can do about the brake dust itself, but you can protect your wheels with Kleen Wheels from Kleen Wheels Corporation. These nifty plastic shields mount between the wheel and the brake disc, keeping brake dust out of wheel vent holes and out of your hair. For more information contact Kleen Wheels Corporation, Dept. MF, 5000 Oakes Rd., Ste. H, Fort Lauderdale, FL 33314, 800/327-6548 or 305/791-9112.



### PRO Wheel

When you're restoring a vintage Mustang to concours condition, you don't want anything else than show-judge-pleasing quality. That's why professional restorers look to PRO PRODUCTS for their restoration needs. A fine example of PRO's outstanding quality is the '65 Mustang styled steel wheel shown here. This reproduction is manufactured to look exactly like original equipment—simulated rivets, "V" lugnut seats, a flattened snout and correct modeling. PRO PRODUCTS tells *Mustang & Fords* that these are the only reproduction styled steel wheels that can be mixed with O.E.M. wheels. For more information contact PRO PRODUCTS, Dept. MF, 10096 6th St., Unit L, Rancho Cucamonga, CA 91730, 909/944-6627.

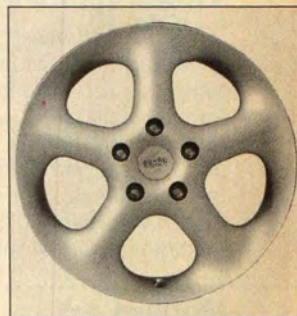
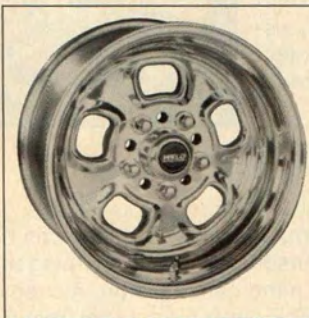


### True Forgings

Here's another trick spool from Forgeline Motorsports. The Forgeline wheel center is a true forging designed to take a pounding and come back for more. Because this twisted-spoke wheel is forged under extreme pressures, there is no grain flow in the direction of the spokes, making it the strongest aluminum possible. This enables Forgeline to use less material and offer enthusiasts a lightweight wheel that looks terrific. For more information contact Forgeline Motorsports, Dept. MF, 3578 S. Kettering Blvd., Ste. 600/700, Dayton, OH 45439, 513/643-0050.

### Performs Well

Weld's newest addition to its street/strip performance lineup of racing wheels is the Rodlite. Available in 15x4- and 15x14-inch sizes, the Rodlite is available for vintage and late-model Mustangs alike in four- and five-lug configurations. For more information contact Wells Performance, Inc., Dept. MF, 1347 University Blvd. N., Jacksonville, FL 32211, 904/743-5878.



### Ergonomics 101

The Ergon 1 five-spoke wheel from Discount Tire Direct is a natural for old and new Mustangs alike because it offers enthusiasts timeless styling applicable to any vintage. The Ergon 1 is manufactured by world-famous Brembo and yields an exotic Italian design painted in silver and clearcoated for durability. Available in 15-, 16- and 17-inch sizes, the Ergon 1 is affordably priced. For more information contact Discount Tire Direct, Dept. MF, 7333 E. Helm Dr., Ste. 7, Scottsdale, AZ 85260, 602/443-4341.

### Torq-Thrust, Part II

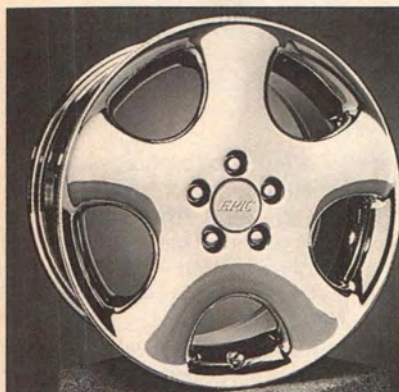
If you like your Torq-Thrust big, then opt for a set of 16x8 five-spokers from Vintage Wheel Works. The 16-inch Torq-Thrust is just the ticket for vintage Mustangs who want '90s handling with a nostalgic flavor. Wrapped in BFGoodrich P225/50/ZR16 Z-rated Comp T/A radials, the extra-large Torq-Thrusts from Vintage Wheel Works are spinners that just can't miss. For more information contact Vintage Wheel Works, Dept. MF, 12427 Penn St., Ste. D, Whittier, CA 90602, 310/907-5599.



# Performance Wheel & Tire Buyers' Guide

## Billet Specialty

Billet Specialties' new GT-85 three-spoke wheel is a CNC-machined design cut from 6061 T-6 aluminum stock, which is polished to a mirror finish. This is a terrific restomod wheel because it thrusts an early Mustang right smack into the '90s with a splash of style that will have the cruisers looking your way. The GT-85 is available in 15-, 16- and 17-inch-diameter sizes for vintage Fords. For more information contact Billet Specialties, Inc., Dept. MF, 16 W. 110 83rd St., Burr Ridge, IL 60521, 708/887-1693.



## The Europa

Epic Wheels' new Europa Series 22 wheel is a stellar addition to an already outstanding lineup of high-performance wheels. The five-spoke Europa is chrome plated and features a bold design that softens the hard edges of a vintage Mustang or Ford. This one-piece design is available in 15x7- and 16x7-inch sizes. For more information contact Epic Wheels by Wheel Components, Inc., Dept. MF, 1340 S. Manhattan Ave., Fullerton, CA 92631, 714/774-2412.

## Forged Star

There are literally dozens of five-spoke-design wheels in the marketplace. But how many of them come close to this one—the EVO Type 5 from the EVO Division of Weld Racing? The EVO Type 5 is extraordinary in its design, yielding twin spokes in a dual-path pattern apparent throughout the wheel. As you might expect, EVO does not cut corners, offering enthusiasts 100 percent forged aluminum and ISO 9000 specification construction. For more information contact the EVO Division of Weld Racing, Dept. MF, 933 Mulberry St., Kansas City, MO 64101, 816/421-8040.



## Give Me Liberty

Liberty Wheels brings enthusiasts the L71 modular wheel with a machined clearcoated surface and aircraft-style rivets. Available in 14- or 15-inch-diameter sizes, the L71 is appropriate for vintage Mustangs and Fords with an easy fit coupled with good looks. For more information contact Liberty Wheels, Dept. MF, 6865 Washington Blvd., Montebello, CA 90640, 213/888-2626.

## Three-Spoke Player

The Limited Alloy L-9 wheel from Player Wire Wheel is a quantum leap for vintage Mustangs interested in new-wave performance from an old rock 'n' roller. This handsome three-spoke design gives vintage Mustangs a light and airy look without detracting from the charisma of a classic. For more information contact Player Wire Wheel, Dept. MF, P.O. Box 2442, Austintown, OH 44509, 330/799-9344.



## Modern Art



With CNC technology at its fingertips, the aftermarket wheel industry can design and manufacture virtually anything that the human mind can envision. A case in point is the 69 Prowler billet wheel from Center Line Performance Wheels. The 69 Prowler is typical of what we've come to expect from Center Line: sculptured styling, removable center cap, highly polished aluminum and a wide variety of sizes ranging from 15 inches all the way up to 17. For more information contact Center Line Performance Wheels, Dept. MF, 13521 Freeway Dr., Santa Fe Springs, CA 90670, 310/921-9637.

## Rivets And Spokes

Take a good look at the AR-205 two-piece mag wheel from American Racing. The AR-205 is the right design at the right time because it gives a classic Mustang a bold stance that is simply unforgettable. In fact, we've chosen it for the upcoming Ronster two-seat Mustang roadster currently being conceived by Mustangs Plus and Precision Auto Body in Northern California. The Ronster will debut sometime later this year on the cover of *Mustang & Fords*, ready to take on America in 1997. For more information on the AR-205 wheel, contact American Racing Equipment, Dept. MF, 19067 S. Reyes Ave., Rancho Dominguez, CA 90221, 310/635-7806.



**MRP**



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## BOLD NEW STYLES For '96

You CAN afford to own THE BEST...  
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**Edelbrock**

### Edelbrock Performer Manifold for 5.0L EFI

This manifold gives your fuelie 5.0L up to 37 horsepower at 5500 rpm, plus improved performance across the 1500-6000 rpm range. 50 state legal replacement for 1986-93 engines, the manifold consists of upper manifold with removable plenum cover and CNC port-matched base. Accepts all stock hardware.

EDL-3821 Manifold.....\$495.95  
EDL-3832 Replacement gasket set.....\$10.39

**5.0  
POWER**

**Paxton Superchargers**  
Belt driven design  
spools the impeller. Installs without  
major modification and the blower  
uses a self contained lubrication  
system. Comes complete with blower  
unit, belts, hoses, brackets, hardware,  
and instructions.

5.0L Mustang		
PAX-1001800	1986-91 EFI	\$2414.00
PAX-1000700	1984-85 carbureted	\$2414.00
Ford Truck		
PAX-1001901	1987-93 302/351W, F-150, Bronco	\$2499.00
PAX-1001903	1993-up Lightning, 351W	\$2499.00
PAX-1102000	1988-94 F-series/Bronco w/port-injected 460	\$2499.00
PAX-1103000	1993-up Ranger, Explorer, 4.0L V6	\$2399.00
PAX-1000300	1966-70 Shelby GT-350	\$2499.00
PAX-1000300	298-302 Cobra, factory stock	\$2499.00

### Get Better Traction!

#### South Side Machine Lift Bars

South Side Machine Lift Bars use axle twist to lift your chassis, planting your tires harder for better launches. The bolt-on bars are so strong, they're guaranteed not to bend.

SSM-1301	1967-70 Mustang, 1966-69 Falcon w/8" or 9" rear	\$122.69
SSM-1302	1966-69 Torino/Cougar/Montego w/8" or 9" rear	\$122.69
SSM-1303	1964 1/2-66 Mustang w/8" or 9" rear	\$122.69
SSM-1314	1979-93 Mustang, 1980-85 T-Bird/Cougar	\$148.69
SSM-1315	1974-78 Mustang II	\$122.69

\*NHRA-approved for Stock Eliminator classes.  
Higher stall converter recommended for auto. trans. applications.

# HORSEPOWER AROUND THE CLOCK- We're Open 24 Hours a Day,

## CAM & ACCES

**Ford Motorsport Camshafts**  
289/302—Hydraulic  
Duration: 280 Int./290 Exh.  
Valve lift: .448 Int/.472 Exh.  
FMS-M6250A311.....\$79.95

289/302—Hydraulic  
Duration: 290 Int./300 Exh.  
Valve lift: .472 Int/.496 Exh.  
FMS-M6250A312.....\$79.95

## Summit

**Summit Racing  
Cam Kits**

Ford 221-302	In.	Ex.	In.	Ex.	
SUM-K3600	262°	272°	448	472	\$82.95
SUM-K3601	276°	286°	471	471	\$82.95
SUM-K3602	292°	302°	520	544	\$82.95
Ford 351W, 1982-85 302 H.O.					
SUM-K4400	262°	272°	448	472	\$82.95
Ford 351C, 351M, 400					
SUM-K5200	262°	272°	484	510	\$87.95

### Summit True Roller Timing Chains

Accurate timing and long life.  
Application Standard True Roller  
Small Ford.....\$23.95 \$41.95  
1980-84 Ford 5.0L, 351W.....\$23.95 \$41.95  
1984-87 Ford 5.0L, 351W.....\$23.95 \$41.95

## Auto Specialties

### ASP Underdrive Pulley Sets

These ASP pulleys can give you up to 15 extra horsepower—for about 30 minutes work! High grade carbon steel, mounting hardware included.  
ASP-520125 Ford 5.0L for street, includes crank, water pump and 2½ under alternator pulleys.....\$75.95  
ASP-580125 Ford 5.0L for racing, includes crank, water pump, and 2½ under alternator pulleys.....\$88.69

## TRANS & REAR-END

### Hurst Competition Plus Shifter

Fits late model Borg Warner T-4 or T-5 manual transmissions. Features shorter, firmer throws, adjustable positive stops and heat treated aluminum stick.  
HUU-3910030 1983-92 Mustang w/console.....\$119.95  
HUU-3910031 1983-87 Thunderbird.....\$118.95

### Hurst Competition Plus Four Speed Shifter

A tough, race-proven four speed shifter that fits in any console. Chrome plated stick, installation hardware and linkage included.  
Competition Plus Shifter.....\$179.95

## RICHMOND

### Richmond Street Gears

Part #	Ratio	Teeth	Price
9" Ford			
RMG-6901791	4.11	37-9	\$144.95
RMG-6901851	4.56	41-9	\$155.95
RMG-6900671	4.86	34-7	\$150.95
8.8" Ford			
RMG-4901031	3.55	39-11	\$209.50
RMG-4901041	3.73	41-11	\$209.50
RMG-6903101	4.10	41-10	\$199.50

**NEWSTUF**

## AIR & FUEL Summit

### Summit Hi-Performance Intake Combo

	Weiland	Offy	Edelbrock
•Holley 4 BBL carburetor			
•Aluminum manifold			
•14" chrome air cleaner			
•Necessary gaskets			
Sm. Ford 289-302	\$292.95	\$334.95	\$311.95
Ford 351C 2 bbl	\$367.95		
Ford 351C 4 bbl	\$349.95	\$339.95	
Ford 351M-400M	\$341.95	\$341.95	
Ford 351W	\$349.95	\$331.95	

Combo not available for Ford with automatic transmission.

HOLLEY 600 CFM Vacuum Secondaries Standard.

HOLLEY 750 CFM Vacuum Secondaries — \$20.00 Extra.

## Edelbrock

### Performer™ Manifold and Performer Plus

Camshaft Package	Manifold	Cam Kit
Ford 289-302	\$124.75	\$115.95
Ford 351W (Not Boss)	\$147.50	\$118.75
Ford 351M-400	\$159.50	\$118.75
Ford 429/460 (Not CJ)	\$157.69	\$116.75
Ford 332-428	\$209.95	\$120.75

### Performer™ RPM

Manifold and Camshaft Package		
Ford 289-302 (non-EGR)	\$141.95	\$131.69
Ford 351W (non-EGR)	\$182.95	\$127.69

Cam Kit includes: cam, lifters and lube.

## WEILAND

### Weiland Stealth Manifolds

A horsepower producer from idle through 7,000 rpm.  
WND-8012 Ford 429/460.....\$166.50  
WND-8023 Ford 351W.....\$189.95

### Weiland Action Plus Manifolds

WND-8011	260-302	\$104.95
WND-8010	351M, 400 w/2v heads	\$154.95
WND-8012	429-460	\$166.50

## EXHAUST

### Flowmaster Street Mufflers Mustang/Capri

FLO-42443	1980-up, 12" Long	\$49.75
FLO-42453	1986-up, 15" Long	\$50.95
Turbo-Style—Universal Applications		
FLO-42451	Offset inlet, center outlet, 2½", 16" long	\$50.95
FLO-42551	Offset inlet, center outlet, 2½", 16" long	\$50.95
FLO-42553	Offset inlet/outlet, 2½", 16" long	\$50.95

### Walker Exhaust Systems

#### for 5.0L Mustang

#### Dynomax 2.5" Exhaust Systems

Cat-back systems include 2.5" dual aluminized pipe and 2 Super Turbo mufflers.		
WLK-17456	1986-92 LX	\$241.95
WLK-17455	1986-92 GT	\$169.95
CVX Exhaust Systems		
Cat-back systems include 16 gauge aluminized pipe, CVX mufflers and chrome tips welded to tailpipe.		
WLK-89500	1986-93 GT	\$249.95
WLK-89501	1986-93 LX	\$249.95
Cerama-Coat Headers		
Gaskets and hardware included. Ceramic coating inside and out. Collectors attach directly to stock exhaust system.		
WLK-86117	1986-91 GT/LX	\$245.39

## AIR & FUEL

### Trick Flow® Twisted Wedge™ Aluminum Cylinder Heads for Small Block Ford

These heads made 78 more horsepower and 54 ft.-lbs. more torque than stock heads on a 5.0L Cobra engine! Fully assembled heads have stock height intake and exhaust ports. Can be used with cams up to 290° adv. duration without piston flycutting. Heads also available with machined grooves for Fel-Pro Loc-Wire gaskets. Sold in pairs.  
TFS-5140001 Heads for pedestal mount rockers.....\$879.00  
TFS-5140002 Heads for stud mount rockers.....\$879.00  
TFS-5140003 Heads for stud mount rockers  
w/O-ring groove.....\$929.00

### Ford Motorsport

#### 65mm Throttle Body for 5.0L

Large-capacity throttle body flows 10% more than stock. Comes with idle air bypass valve and throttle position sensor. Fits 1986-92 5.0L.

This item carries CARB E.O.

Number D-308 for use in California.

FMS-M926A302.....\$181.95

### Ford Motorsport

#### Hi-Flow EGR Spacer

Designed for use with FMS 65mm throttle body. Can be used with stock or aftermarket manifolds.

This item carries CARB E.O.

Number D-308 for use in California.

FMS-M9474-A50.....\$49.95

### Edelbrock

#### 70mm

#### Throttle Body

#### and EGR Plate for 5.0L Ford

Edelbrock's high-flowing 70mm throttle body is designed for use with the Performer 5.0L manifold. The throttle body is 50 state legal and comes with gaskets. EGR plate sold separately.  
EDL-3825\* 70mm Throttle Body.....\$191.95  
EDL-3828\* 70mm EGR Plate.....\$59.39  
EDL-3830 Replacement gasket for throttle body.....\$7.75

\*This item carries CARB E.O. Number D-215-11 for use in California.

## CARTER

### Carter

#### Carburetors

#### Manual Choke

CRT-9503 500 cfm; \$194.75

#### Electric Choke

CRT-9504 500 cfm; \$214.95

CRT-9637 625 cfm; \$233.95

### Carter Electric

#### Fuel Pumps

CRT-P4070

5 psi street; \$43.95

CRT-P4594

7 psi street/strip.....\$46.95

### Edelbrock

#### Performer Series

#### Carburetors

#### Manual Choke

EDL-1404 500 cfm.....\$199.95

EDL-1405 600 cfm.....\$192.50

EDL-1407 750 cfm.....\$199.75

#### Electric Choke

EDL-1406 600 cfm.....\$217.69

EDL-1478 Electric choke kit.....\$41.75

EDL-8135 Fuel line adapter kit—adapts carb to 3/8" or 5/16" line.....\$18.95

### HARTMAN

#### Hartman Powerbox

Provides up to 20 extra horsepower. Works with 60 and 65mm throttle bodies and comes with hardware, gaskets, and instructions.  
HRT-VH-050.....\$317.95

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# A Heritage PROTECTED

## Boss 302 Owner And Restorer Don Fallon Keeps The Peace and Upholds The Law When He Isn't Showing This Concours Champ

Text & Photography By Jim Smart

It's a warm and placid summer night in Palm Springs, California. Police Officer Don Fallon came on duty two hours ago. The oil in the Crown Vic's police interceptor's Modular V8 pan hasn't been cool in weeks. The odometer shows 80,000 hard fleet miles. "When do you reckon they will turn this one in?" I ask him. "They're good for about 100,000 miles, then we get rid of them. Used to be we auctioned them at 80,000 miles..." Officer Fallon responds. "Now we push them to 100,000..."

Officer Fallon spots an Asian import car suspected to be involved in drug trafficking. He spins the Crown Vic around, mashes the accelerator, hits the cherries and lends pursuit. The Modular motor revs to the six-grand mark as the AODE slush box upshifts with a start, thrusting us smartly toward the speeding roller skate with a thyroid condition. A search of the vehicle yields little for Officer Fallon, but his professional instincts tell him that he will be visiting with these people again soon.

Don's professional instincts follow his personal values closely. His personal values are textbook in nature. What he practices at work, he continues to practice at home. Among his personal attributes is this white '70 Boss 302 concours champion. Mount this Boss Oh-Two in a rotisserie, and tell it to roll over. Underneath is unending craftsmanship—paint and chalk marks, cad-plated hardware and glistening finishes in all the right places. Not one detail is missed.

Don took a pristine Boss driver that was actually painted in 1978 and detailed it to concours status. If you think detailing is the gravy part of a restoration, try it yourself sometime. Proper detailing begins with your first concours car show before the eyes of some of the toughest judges. With each outing and the close scrutiny of concours-show judges, quality steadily improves. Don learned the fine art of detailing using the baptism-by-fire approach because he had never been there before.

To build a concours champ, Don had to source the correct parts and information, which necessitated dozens of telephone calls and correspondence from all over the country. Don and his wife, Leanne, now have a concours show car of which they can both be proud.

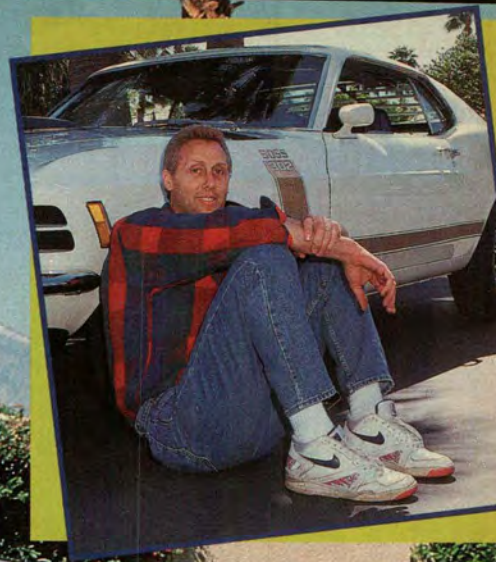
Don turns the key of the concours show car, unlocks the steering column and spins the starter. A concours champion roars to life with the melody of 16 rocker arms, eight throaty exhaust ports and Holley induction. Don gooses the accelerator and the 302 mill barks with authority. The double "clickity-click" of the Hurst shifter and illumination of the back lamps quickly shows that the Boss has arrived. Condensation falls on the garage floor from the hidden dual exhausts. White enamel clad with matte black stripes emerges into the daylight. It's time for the neighbors to look, admire and envy.

Twenty-five years ago, a Boss 302 dipped in white and striped in black would have been poised for blastoff across the low-desert floor. In 1970, Don and Leanne would have commanded the pavement ahead and roared east toward Blythe at the Arizona border or north with Las Vegas as a scheduled stop. Today, the Boss Mustang serves a more noble purpose—certainly not just humble transportation—to preserve the image and to protect a heritage founded in SCCA competition almost a lifetime ago.

Don and Leanne have discovered that there is actually life after concours showing. Their Boss 302 is for sale. Leanne's passion for horses and horseback riding is contagious, Don has discovered. Don and Leanne take advantage of the comfortable desert climate and its many places to horseback ride whenever possible. From showtime callouses on the fingertips to saddle sores from trying to keep up with Leanne in the hot desert sun—call it protecting another kind of heritage. **M&F**











**Hot-Mustang  
Modifieds**



**Neal Rein  
Wanted Some  
Of That Good,  
Old-Time  
Rock And  
Roll—So He  
Built It**

By David Proctor

PHOTOGRAPHY: JIM SMART



# CRYSTAL BLUE PERSUASION



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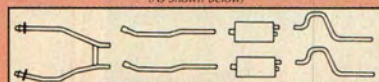
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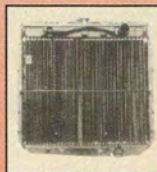
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## CRYSTAL BLUE PERSUASION

**B**uilding a restomod Mustang often involves the use of high-tech, late-model components, such as an injected 5.0L powerplant, a five-speed and four-wheel disc brakes. But restomod can also be "retro." A tasteful restomod Mustang build can incorporate the best of yesterday as well; American Torq-Thrusts, Lakewood traction bars in bright yellow, an Edelbrock F4B high-rise, Holley carburetion, Hooker headers, a Mallory dual-point and glass-pack mufflers that are designed to rattle windows for miles are some examples.

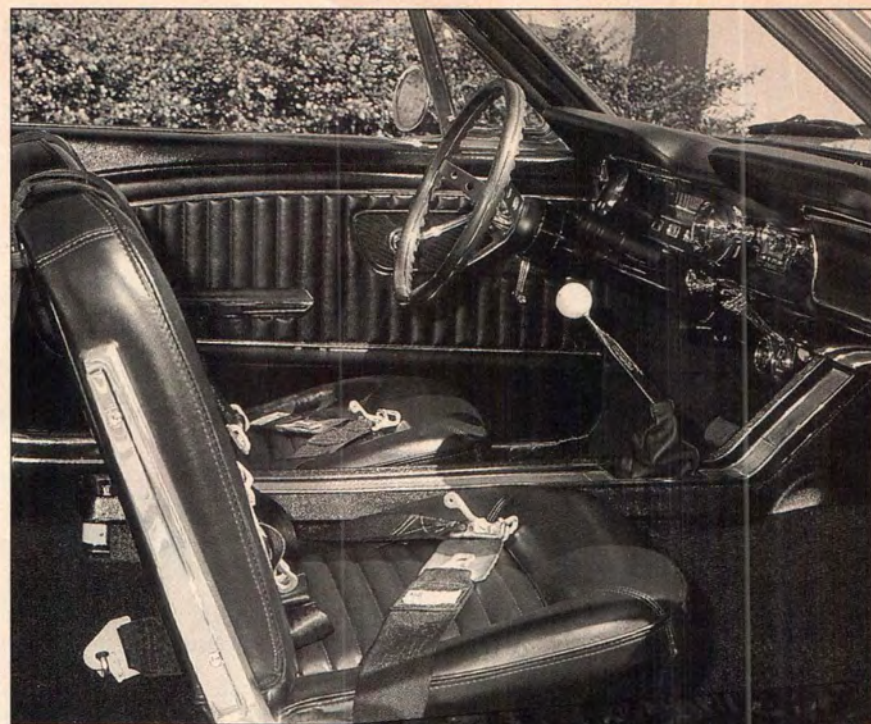
Neal Rein, a Simi Valley, California, police officer, decided to build a "retro" '65 Mustang fastback restomod, incorporating the things he remembers most from his teen years. Neal fondly remembers a different era when a steep rake, crackling-glass pack dual exhausts, a hot high-rise and carb, headers and a Stewart-Warner tachometer were all the rage with his buddies; and when "Saturday Night Fever" meant cruising the drag and doing a little street racing for chump change.

If you think finding concours restoration parts for a vintage Mustang restoration is challenging, try scouting for speed equipment from the '60s and '70s. Once-cherished speed items have long since been cast into the cylindrical dumper in favor of Thermator smog pumps, air-cleaner snorkels, EGR valves and Motorcraft 4100 carburetors—the stuff we threw away the minute we brought our new purchase home from the Ford dealer in 1969.

In the '60s, we tossed the now-coveted Thermator smog system because we perceived that it would cost us power. Today, not having it costs us concours show points—and a rejection slip at the annual smog check—go figure. Seems we never can make up our minds from one decade to the next.

Neal has never had a problem making up his mind. He has always understood what he wanted from a vintage Mustang: individuality, sportiness and brute performance. Under the hood is the 289, Ford's original, legendary small-block. On top is an Edelbrock cross-ram, sporting carburetors that bear the same name. Igniting eight individual mixture profiles is a Mallory Unilite distributor and a Mallory coil. A Crower Pro-Street valve-manipulation system bumps the stop cocks. TRW-forged pistons squeeze the mixture. The bottom end is balanced and blueprinted for smoothness.

Certainly Neal had his pick of cylinder heads from the performance aftermarket. He did his breathing exercises the hard



way (like we used to do in the old days), by using ported 351 Windsor heads with roller rockers. Hooker headers channel the spent mixture through dual exhausts.

Ford's Top Loader close-ratio four-speed, shifted by a Hurst, conveys the message of power from the 289's spinning crank to the Currie Enterprise 4.11:1 9-inch differential. Underneath is a custom subframe for strength and a traction bar system, all fabricated by Simi Valley Auto Body. On the ground, American Torq-Thrusts and BFGoodrich T/A radials unify power and pavement.

On the outside is Caspian Blue, a '65 Ford Division color rich in metallic with

a lot of depth. Inside, the Mustang's standard black-vinyl interior sports Falcon-style instrumentation, a full-length console, tachometer and a Hurst shifter. Restraint harnesses on both seats keep things safer on the fly. A battery of instruments informs Neal about underhood conditions.

In a world where high tech reigns supreme, it's nice to know that nostalgia still gets the nod on the streets of Southern California. With the roar of the Mustang's dual exhausts and a scratch of rubber, Neal Rein renews our faith in the belief that to know where we're going, we must first look at where we've been. **M&F**



# SVO GT-40 MUSTANG

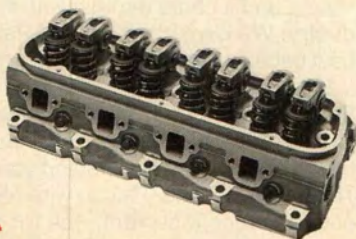
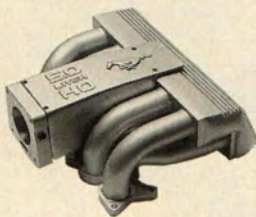


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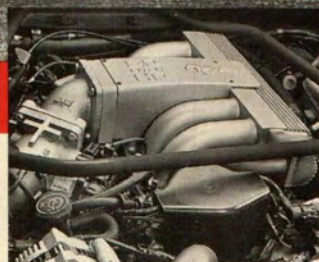
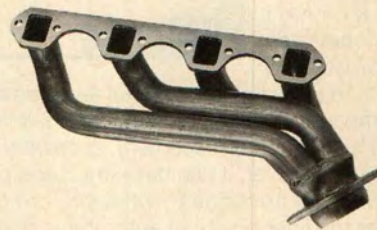
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# MUSTANG SHEETMETAL TIPS AND TRICKS

## Mid-America Mustang's Bill Skinner Demonstrates How To Do This Dreaded Task Yourself And Save

By Jim Smart

**S**eems Mustang sheetmetal replacement has been done to excess in most of the Mustang and special-interest-Ford magazines. Each and every body technician has a technique for body panel replacement. Some are so proficient at this process that their work defies detection. St. Louis area professional metalsmith Bill Skinner is a case in point. Skinner is a master-certified welder and metal craftsman. He can blend old and new steel, massage the joints to a precision smoothness, lay the primer and make it virtually impossible to detect where old ends and new begins. He's *that* good.

Skinner shares this distinction with hundreds of other body technicians around the country. These metallurgical magicians have honed their craft through experience and dedication to quality, and Skinner is a case in point. He would like to share his experience and insight with our readers.

Skinner demonstrates for *Mustang & Fords* readers that sheetmetal replacement doesn't have to be an impossible task. Granted, there's nothing easy about Mustang body panel replacement, especially if you've never done it before. However, it can be learned and practiced successfully, given close attention to what you are doing. We're going to cover the finer points of automotive body panel replacement. And we're going to show you how to do it correctly.

We're not going to focus on any one area of a Mustang convertible floor, frame and quarter-panel replacement. We'll look at a tried-and-proven technique. Skinner is going to demonstrate his technique for us and what works best when your goal is to restore a northern rust bucket to concours perfection.

The owners of this rusted '68 Shelby GT500KR convertible,

PHOTOGRAPHY: JIM SMART, STEVE REYES, MARK HIATT

Karl and Diane Eisleben of St. Louis, wanted a Shelby Mustang. To find one they could afford, they had to look to the deep north, in Grand Rapids, Michigan. They found this semitrashed KR drop-top.

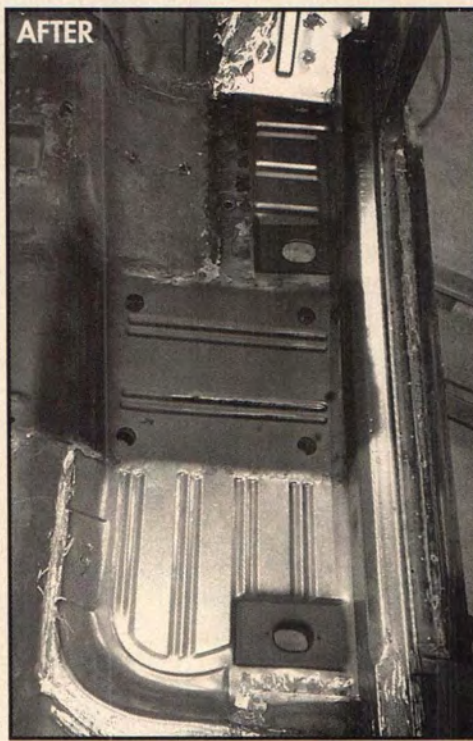
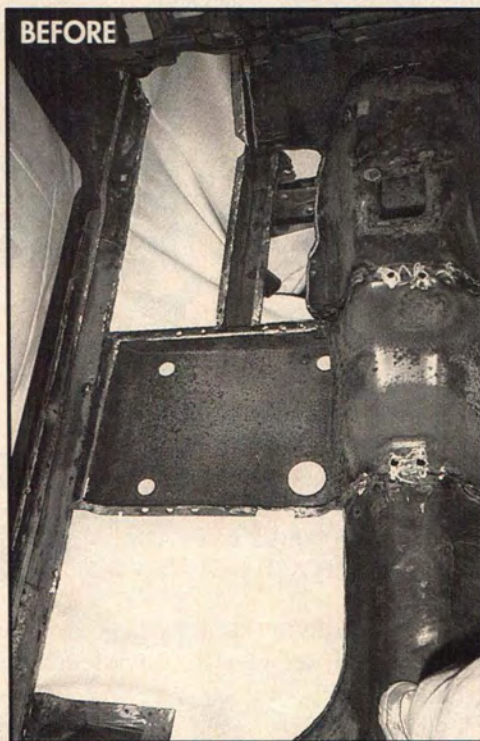
When the Eislebens arrived home with their Raven Black convertible, they quickly learned that it had been the victim of northern salt and moisture, at least one accident and unprofessional replacement of both rear quarter-panels. Skinner surveyed the Shelby and concluded it needed torque boxes, inner rockers, full-length floors, rear-seat-area reconstruction, quarter-panels,

wheelhouses, trunk floors and a tail panel. If it sounds like a lost cause to those of you who live in the Sunbelt, it isn't. It's the norm for Mustangs in the North and East. Let us show you how to cope with it effectively.

First, source your sheetmetal from seasoned professionals who stock American Designers body panels. We looked to National Parts Depot for our sheetmetal

needs, and it came through with the best sheetmetal in the industry. We consider National Parts Depot panels to be the best because they fit and virtually mirror original equipment.

For home garage body repair, we suggest looking to The Eastwood Company for all of your home automotive-hobby-shop needs. The Eastwood Company is run by home automotive hobbyists who understand your needs better than anyone. The Eastwood MIG-Pak 10 wire-feed welder operates on ordinary household current. Ask for the No. 4310 MIG-Pak 10, which includes the gun and cable, spare contact tip; work clamp and cable; 2-pound, 0.023-inch MIG wire; welding face shield; and even an instructional video. Eastwood makes it possible for you to achieve professional results at home.







Severely rusted floors and rockers must be completely cut out. Here, cowl-vent leakage has taken a toll on the floors, torque and rocker boxes, and the fram-rail extension underneath.



Bill Skinner begins this platform surgical procedure by punching out the factory spot welds in the seat pan with a plasma cutter. The seat pan must come out first when replacing floorpans. Plasma cutters are expensive, so we recommend The Eastwood Company's spot-weld cutter, which yields a clean cut. The plasma cutter is faster, but you're not in that big of a hurry, are you? For Skinner, time is money.



Once the seat pan is removed and the floors have been cut, Skinner cuts the inner rockers one section at a time for easy removal. For this step, we need an air impact chisel to remove the rusted steel. Skinner then cleans up the mating surfaces with a grinder. Clean steel is the only path to solid metal bonding.

## The Platform

The Mustang's weakest link isn't its floorpans, framrails, torque and rocker boxes; it's the cowl vent. Leaking cowl vents on virtually all '65-'68 Mustangs and Cougars are why floorpans, framrails, torque and rocker boxes rust. Soggy carpets often go unnoticed, and the corrosion process begins from the top down. This problem is especially bad with convertibles when tops are left down in summer downpours and carpets remain soggy.

Skinner's mission as a metal surgeon is to completely remove all of the rust, treat the surviving steel, weld in new material and seal the finished product so that rust won't be a problem again.



National Parts Depot reproduction sheet-metal generally fits well. However, when there has been an accident or body twist, components like torque boxes have to be carefully fitted (top). Ensure a solid fit before you strike the arc. Note that Skinner has rosette-welded the rocker box and included five beads (above) along the edges for added strength.



Using the holes created by the original spot welds in the seat pan, Skinner rosette-welds the seat pan. Rosette welds, when properly ground and dimpled with the Skinner punch, are virtually identical to the factory spot weld.



The Skinner punch is the swiftest route to a factory spot-weld look. Skinner fabricated the Skinner punches from garden-variety hand tools. It leaves a simulated factory spot weld that is undetectable once primer and paint are in place. You can get this same effect with a large punch and a hammer or anvil. If you're nice to Skinner, he may find the time to fabricate a Skinner punch just for you.



Areas like this body stiffener must be butt-joint welded on both sides, then ground smooth for an original one-piece look. ➤



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## MUSTANG SHEETMETAL TIPS AND TRICKS



Skinner fabricates this chassis stiffener from scratch using a simple sheetmetal brake. You can fabricate this piece yourself. Though this piece is not identical to original equipment, it works the same way and it is hidden from view. Skinner punches holes in the steel and rosette-welds this piece into place.

## Structurally Speaking...



The Eisleben's Shelby suffered from both accident-damage repair and rust. Skinner's mission was to completely rebuild everything from the B-pillars aft. Before you can hang the quarter-panels, you have to have something on which to hang them. Here are some points to consider during your structural repair efforts.



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Skinner stresses accurate dimensions whenever you're performing Mustang sheetmetal replacement. He suggests measuring the critical points before you cut anything and gauging these dimensions against the Ford Body Collision Repair Manual. Unless the car has been in a serious collision, the dimensions should be identical. Note where Skinner has cut the old sheetmetal and installed a bridge (arrow) where the new framerail will be installed. This bridge will provide strength, yet will be invisible.



Dimensions are extremely important. Measure the length of the original framerail from a trusted reference point with the original framerail, then measure the new framerail positioning before welding. Do the same from side to side.



Replacement framerail installation begins with tack welding and positioning, then welding a solid bead around the perimeter on both sides to ensure a solid weld.



The butt-jointed framerail installation is easily camouflaged with a small grinder. Grind the butt-weld flush externally, which, when primed, makes the installation invisible. Now you're ready to hang steel.



Trunk floors and inner quarters are a one-piece design. Skinner suggests securing the trunk floor with vice grips as shown, then checking all dimensions and seams for proper fit before welding. Drilling holes at the seams and rosette welding provide outstanding security as well as an original factory appearance when the welds are ground smooth.

## Build A Convertible Wheelhouse

If you've been searching high and low for a Mustang convertible wheelhouse, you will be searching a long time because they are generally not available anywhere. However, you can fabricate a convertible wheelhouse from reproduction coupe/fast-back wheelhouses. Here's how.

Skinner zaps the top of the inner wheelhouse with a plasma cutter. A die grinder will achieve the same results. Measure the convertible's original inner wheelhouse flat-top, and cut the wheelhouse, as shown, to the correct dimensions.



A piece of raw, flat sheetmetal stock is cut to the proper dimensions and positioned for butt-joint welding. The flat-top inner wheelhouse is designed this way to clear the convertible-top mechanism when retracted. Skinner will weld this, grind the mated surfaces smooth and then prime and seal the joint.



The inner wheelhouse is drilled at the mating surfaces for rosette welding at the framerail. Rosette welds are ground smooth, then the surfaces are dimpled with the Skinner punch for a factory spot-weld appearance. ➤



# MUSTANG

## SHEETMETAL TIPS AND TRICKS

### Quarter-Panel Replacement And Modification

Skinner shows that nothing is impossible, given vision. Ford quarter-panels are no longer available for '68 Mustangs. Because the Eislebens wanted original Ford sheetmetal, Skinner had to devise a plan. Mark Hiatt of Mid-America Mustang was able to source genuine Ford '67 Mustang-coupe quarter-panels, which was a part of the plan. The plan also called for the incorporation of the '68 Mustang quarter scoop and side-marker reflector indentations into the '67 quarters, plus adaptation of a coupe quarter-panel to a convertible.



First, Skinner cuts the quarter scoop out of the original quarter-panel and uses the scoop as a template as shown. Here, he will cut the outline of the scoop template into the new Ford quarter-panel. This approach gives us a perfect fit because the original scoop will be welded into the new '67 Mustang quarter-panel.



The bead-blasted '68 quarter-panel scoop is tack-welded in butt-joint fashion to the '67 quarter-panel. Then a solid bead is welded to provide strength and fill in the gaps.



The solid bead is ground smooth and prepped for body filler.



The freshly welded insert is primed with a self-etching primer/sealer to protect the surfaces from rust.



Coupe quarter-panels are the only answer for convertibles. Using the original quarter-panel as a guide for his cutting, Skinner plasma-cuts the top of the coupe quarter to make way for a convertible installation.



When the modified coupe quarter-panel is installed, rosette welds are executed at the top of the panel where it joins the inner body structure. These welds are then ground smooth and filled.

### Portable Power

Whenever there's the need to adjust welded, structural sheetmetal components that have moved from original factory specifications, you don't always have to rent a Porta Power hydraulic ram to complete the mission. Skinner shows us that a humble Mustang body jack or a screw jack from your favorite auto parts store works just as well. Here, Skinner adjusts the inner quarter-panel structure to ease quarter-panel installation. Always take care to protect your eyes, face and hands whenever you're performing work like this.



### Always Use The Factory Seams

We see sheetmetal repair in our travels that isn't all that it could be. The greatest offense is sheetmetal repair that involves patchwork and shoddy repair where the factory seams that are not utilized. Always use the factory seams whenever you're replacing panels. This enables your Mustang's body to function as Ford designed it and, should the need ever arise to perform crash or rust repair in the future, you will be able to replace the panel with ease without having to wade through body filler and mystery seams. **M&F**



### SOURCES

**Mid-America Mustang**  
Dept. MF  
444 Little Hills Industrial Blvd.  
St. Charles, MO 63301  
314/946-4444

**National Parts Depot**  
Dept. MF  
3101 SW 40th Blvd.  
Gainesville, FL 32608  
800/874-7595 Orders  
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**The Eastwood Company**  
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# CALIFORNIA MUSTANG

PARTS AND ACCESSORIES



**Bolt-On**

# Vintage Mustang Rack-And-Pinion Steering

## Outstanding Control From Sacramento Classic Mustang

Text & Photography By Jim Smart

*Sacramento Classic Mustang has everything that you will need to convert your worm-and-sector-steered vintage Ford to rack-and-pinion steering. The rack-and-pinion assembly bolts directly in place of your Mustang's crossmember, and it is easy to install. Tie-rod ends included with the kit tie the rack to the steering knuckles. A flex-shaft ties the steering wheel to the rack.*



*Rack-and-pinion steering is made possible for early Mustangs through bolt-on components from Sacramento Classic Mustang. On the left is the custom-made Mustang steering shaft unique to the rack-and-pinion kit. On the right is the flex-shaft that runs from the steering shaft to the rack. This eliminates costly universal joints and unreliable shafts. The flex-shaft offers fluid precision and smoothness.*

**W**hat we're about to introduce to you is revolutionary, but one of those "Why-didn't-someone-think-of-this-before?" brain teasers. Bolt-on rack-and-pinion steering is finally here from Sacramento Classic Mustang.

We're not kidding either.

Just imagine: bolt-on rack-and-pinion steering that you can install in less than one day and enjoy its benefits the next. Rack-and-pinion steering tightens up a vintage Mustang's steering, which vastly improves handling and control. After years of loose and sloppy worm-and-sector steering, you will have to step outside the car to ascertain that you're driving an old Mustang. Rack-and-pinion steering makes an old Mustang handle like a new one.

Randy Stocker, of Sacramento Classic Mustang, has believed for a long time that bolt-on rack-and-pinion steering was attainable given the effort invested in design, engineering and manufacturing quality. So Stocker looked to Terry Buch to conceive, design, build and install bolt-on Mustang rack-and-pinion steering. In just a few short months, bolt-on rack-and-pinion steering for Mustangs, Cougars, Falcons, Fairlanes and other Ford and Mercury compacts and intermediates became a reality.

Sacramento Classic Mustang brought one of its first prototype rack-and-pinion units to our Los Angeles facilities for a quick bolt-on experience with a '65 Mustang fastback. Installation was so easy, we're convinced that these guys should receive an award for technological advances for vintage Fords. The product and concept are outstanding.

The Sacramento Classic Mustang rack-and-pinion-steering conversion kit costs less than \$1000 and is literally a bolt-on, one-day installation. So follow along with us and we will show you just how easy it can be to achieve handling excellence. **M&F**



*First, remove the steering wheel by removing the anchor nut.*



*Then unbolt the steering-column retainer bolts, and disconnect the horn and turn-signal-switch plugs from the harness.*





*Pull the steering column. The steering shaft will then be exposed.*



*Separate the center link and power-steering control valve (if equipped) from the pitman arm.*



*If equipped with one, the power cylinder support bracket should be removed next.*



*Remove the tie-rod ends from the steering knuckles, and drop the entire steering linkage as a unit.*



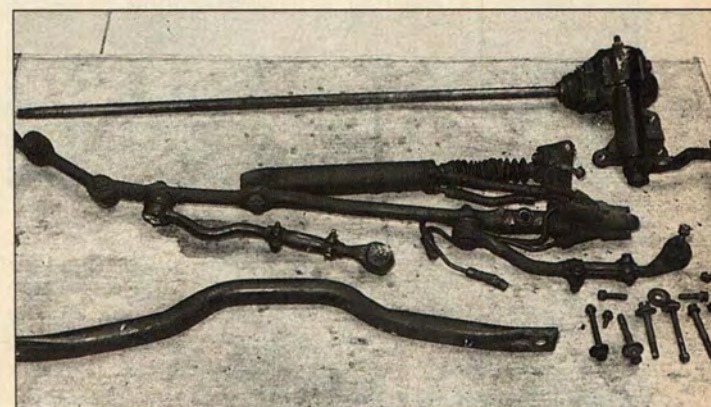
*The crossmember is next and is easy to remove. If your engine needs a rear main seal or an oil-pan gasket, now is the time to take care of those pesky underneath headaches.*



*Next, unbolt the steering gear from the left-hand framerail.*



*To remove the steering gear, we had to jack our 289 engine off of the engine mounts. Six-cylinder cars will be a cake-walk because they have more room. Exhaust headers and manifolds tend to get in the way with a V8.*



*We didn't weigh these components from the Mustang's original steering system, but we're convinced that we save roughly 30 pounds by removing all of this. Rack-and-pinion steering will save weight and space.*



# Vintage Mustang Rack-And-Pinion Steering

Measure 6½ inches from the end of your steering column, and carefully cut with a hacksaw.



Take a rat-tail file and deburr the steering-column tube as shown.



The Sacramento Mustang rack-and-pinion kit includes this steering-column roller bearing that actually makes steering easier. Fit the bearing, establish steering wheel-to-column clearance and peen column around the circumference to keep the bearing in place.



Install a new steering-column bearing topside, and seat it firmly.



This steering-column-support bracket, included in the kit, directly attaches in place of the original Ford piece. Three screws attach this piece to the firewall.

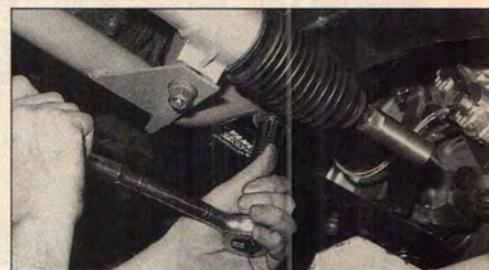


Slide the column in place as shown, and correctly position.



This exhaust-system clamp, also included in the kit, binds the steering column and the firewall bracket. You can turn the nuts and studs down like this, or you can turn them upward. In either case, the clamp is hidden by the carpet.

Install the Sacramento Classic Mustang rack assembly using the new bolts included with the kit. Check for proper fit, and snug the bolts as shown. These bolts screw into the original crossmember bolt holes.

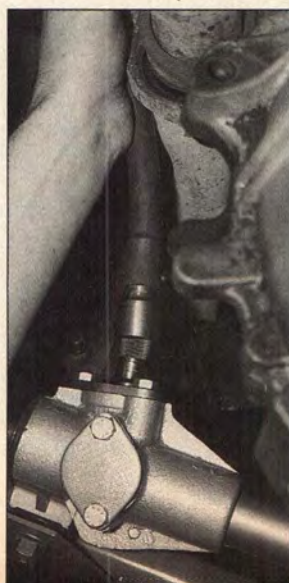


Torque the rack retainer bolts to 100 ft-lbs. This will ensure safe installation.

Tie-rod ends included with the kit are off-the-shelf items that are easily sourced from any auto parts store when it's time for replacement. Screw the tie-rod end into the rack, then tighten the nuts. Safety the rod-end nut with a cotter pin.



Last is the flex-shaft steering shaft from the steering column to the pinion. Slip it in place as shown, and tighten the retainer bolts on both ends. Make sure that this shaft clears everything. Here, it barely clears the exhaust manifold, which will be corrected with production units.



## SOURCE

Sacramento  
Classic Mustang  
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**C**all us Dr. Jekyll and Mr. Hyde about the current Thunderbird LX. We like the styling, the luxury it provides and the advanced features; such as fully independent rear suspension. Naturally, it could use more power out of its version of the 5.0L engine, but what it needs most of all is suspension that is more taut. Stock, the car likes to lean in turns like an inebriated mariner, and suspension control over bumps and washboard road surfaces is too flabby. Ford aimed at luxury; we want handling and a comfortable ride.

To accomplish these goals, a suspension upgrade is necessary and easy to

*This '93 Thunderbird LX's upgrade consists of the Eibach Pro-Kit Springs, Bilstein shocks and BF-Goodrich T/As mounted on BBS alloy wheels. Together, they transform the T-bird into a world-class handler.*



# Lean Cuisine



**Support the chassis securely on jack-stands, and remove the wheels. On top of the strut tower, loosen the retaining nuts from the shock mounting bracket studs located in the engine compartment.**

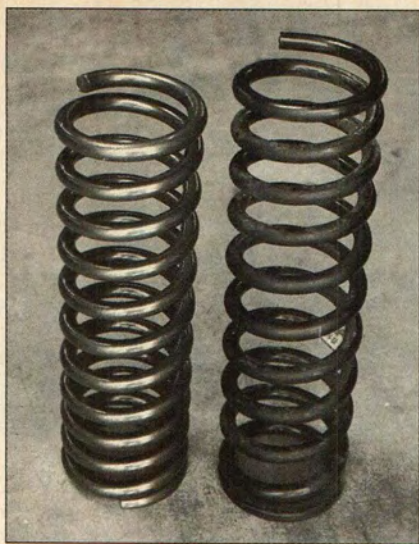


**Below, remove the shock retaining bolt from the lower control arm.**

**Turn A Flabby Thunderbird LX Into A Lean, Taut Handler With A Bolt-On Suspension Upgrade**

**Text & Photography  
By Ken Schwoerer**



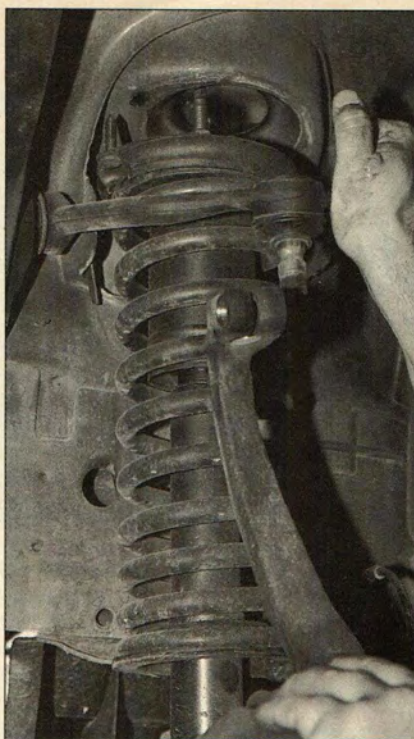


*This is a comparison of the Eibach spring next to the taller stock spring. Being shorter overall indicates that it's stiffer. Also, the Eibach is a progressive-rate design, which retains stock ride characteristics, but stiffens as suspension travel increases.*

achieve, thanks to a set of Bilstein gas-pressure shocks, Eibach springs and BBS wheels wearing Z-rated BF-Goodrich radials. Together, these components melt suspension flab and make handling a lot crisper. Best of all, this is a bolt-on package, so a day's investment of wrench turning pays off in an '89-'95 Thunderbird that's a lot more fun to drive.

The Bilstein pros offered to demonstrate the shock and spring installation. Bilstein gas-pressure shocks (part No. B46-1505 front, B46-1506 rear) are a single-tube design that employ nitrogen gas to exert pressure on the shock oil reservoir via a floating piston. This design allows dampening characteristics to remain constant because the fluid is always under pressure, eliminating aeration. Hence, the self-adjusting working piston functions at maximum efficiency, particularly when the shock is at operating temperature. Also, the working piston is a raising-rate design, so the faster the shock is cycled, compression and rebound stiffen proportionally.

To complement the shocks, a set of Eibach springs was added. Its Pro-Kit (part No. 3524.140) series is a progressive-rate design, so front springs start at a 285 lbs-in rate and increase to 411 lbs-in. As the spring is compressed, the spring rate or stiffness increases, providing more suspension control, which results in better handling. Rears begin at 514 and finish at 714 lbs-in. Those rear rates sound high, but understand that the T-Bird weighs a bulky 3500 pounds, so the rear springs have their work cut out for them. The bottom line is that braking nose dive is reduced, as is acceleration squat, and the car is flatter in



*On top, in the wheelwell, loosen and remove the retaining bolt at the upper control-arm ball joint, freeing the strut assembly for removal.*



*After the stock-strut assembly is placed in a vice, the spring is compressed and removed along with the spring mounting bracket. With the Bilstein in place, slide the lower spring seat (provided with the shock) onto the tube until it rests on the snap ring located in a groove on the shock body. That's followed by the O.E. rubber spring isolator. Slide the bump-stop down the piston rod until it sits on the shock tube.*



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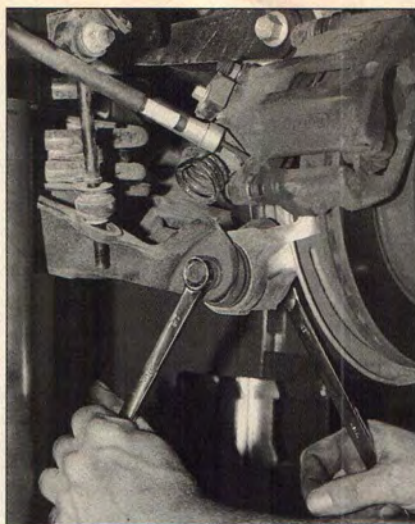
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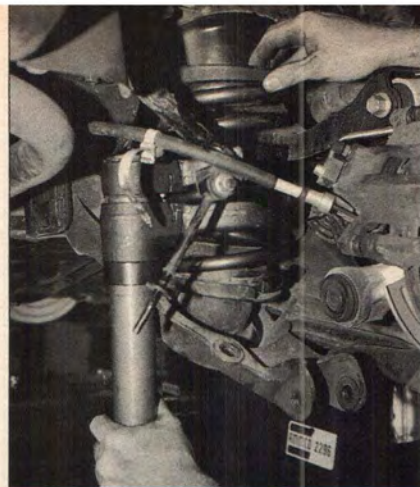
# Lean Cuisine



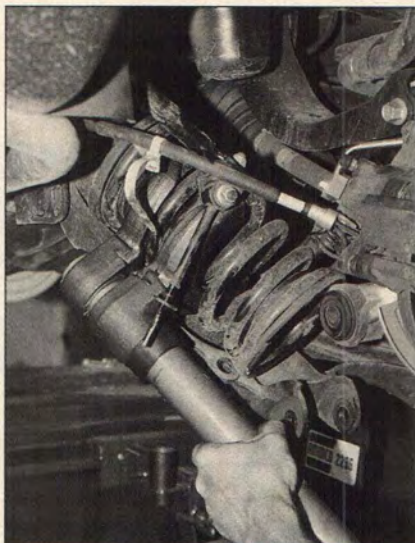
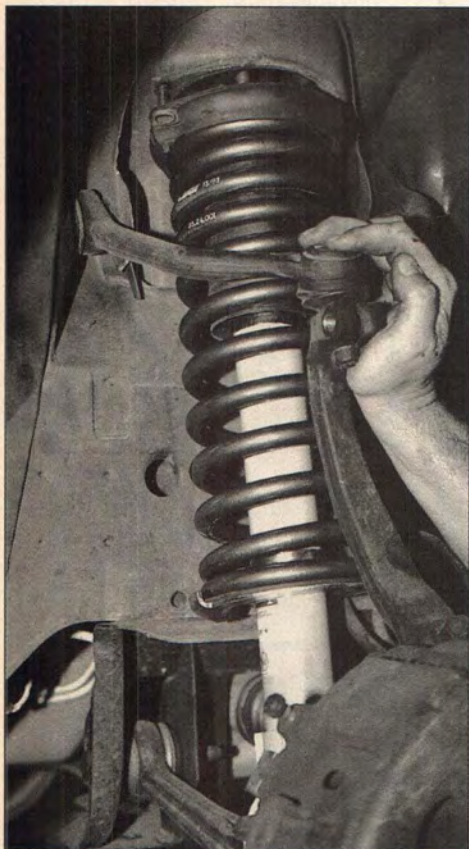
*Install the O.E. dust boot, and compress the Eibach spring, positioning it on the lower spring seat. Now add the shock-mounting bracket, and install the retaining nut. The spring is safely contained and positioned so that the compressor can be released.*



*In the rear, remove the old shocks, then unbolt the lower control arm and loosen the antiroll bar connector. Support the brake caliper with a piece of wire, so that the brake-hose assembly isn't strained. Now unbolt the shock retaining nut up top and the bolt at the control arm.*



*Compress the new spring, and position it on the car. Swing the control arm back and install the retaining bolt along with the caliper assembly. Make sure that the spring is properly positioned in the spring pockets.*



*Attach a spring compressor on the inboard side of the spring. Compress, swing the control arm out of the way and remove.*



*Attach the Bilstein to the control arm with the lower shock mounting bolt. Because of gas pressure, the shock will be fully extended. With full suspension droop, the shock top aligns easily with the upper mounting hole where the retaining nut is installed.*

*Secure the lower strut bolt, and tighten the nuts on the shock mounting bracket studs under the hood to secure the assembly in place. Reconnect the upper control-arm ball joint to the spindle. Torque the nut and install a new cotter pin. Install the wheels, and lower the car. Now tighten the lower shock mounts to eliminate any bushing preload.*

*Here are before and after shots. The stock suspension sits higher and leans more in a turn as shown in the bottom (after) photo. Plus, compare the skinny P215/75R-15 radials to the P225/55ZR16 Comp T/A radials mounted on BBS 16x8-inch wheels. The bottom line is that four big-tire contact patches are better than four dinky ones.*





turns. Besides the handling, the Eibachs drop the car 1 inch, so the T-Bird looks flat-out cool when slightly lowered.

The last, and by no means least, elements are the tires and wheels. Tires are one single item that most improve a car's handling because they allow the suspension modifications to work at maximum efficiency. This Thunderbird came equipped with a set of weakened P215/75R15 radials. In their place went a foursome of BFGoodrich P255/55ZR-16 Comp T/A radials. Tire benefits are multitude, starting with a larger contact patch for more grip. Also, the shorter sidewalls make the tire stiffer, so steering response and turn-in are improved. The sidewalls' Z-rated tread and body construction allow the Thunderbird to safely exceed the speed limit a couple times over (on a racetrack, of course).

Bigger tires need bigger wheels, so a set of BBS 16x8-inch alloy wheels was installed. BBS quality also includes details like "hub centricity," a highfalutin' term meaning that the hub center bore and other critical wheel dimensions match Ford O.E. specs.

After the last bolts are checked for tightness and the car is lowered off of the jackstands, there's one more item: Because of the height change created by the springs, it's recommended that front- and rear-wheel alignment be checked, since rear-end alignment be as critical as front.

We also pass along a safety tip: Do not attempt this project without using a quality spring compressor. In the case of the front springs, a foolish attempt to remove the spring without a compressor will give you a spring in the kisser. And we assure you, it will hurt. **MCB**

#### Sources

**BBS of America, Inc.**  
Dept. MF  
5320 BBS Dr.  
Braselton, GA 30517  
770/967-9848

#### BFGoodrich

Dept. MF  
P.O. Box 19001  
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803/458-5000

#### Bilstein Corporation of America

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#### Eibach Springs

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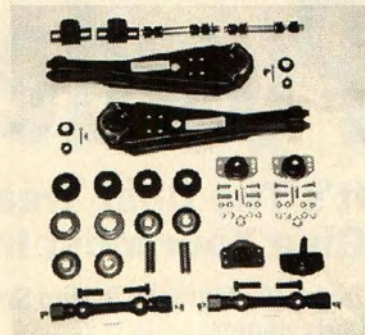
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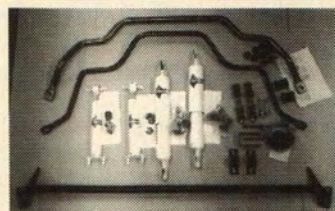
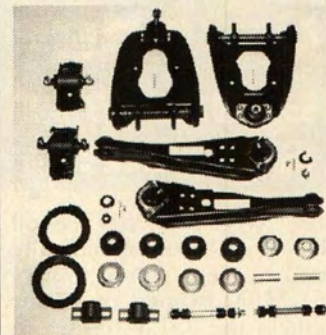


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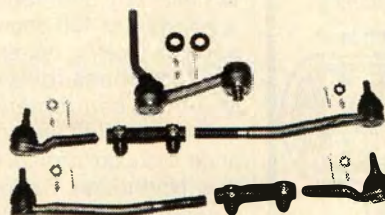
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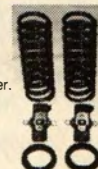
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**How-To**

# Powdercoating

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**Text & Photography By Jim Smart,  
Chris Hemer**

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Powdercoating has been around for a long time in a number of industries including aerospace, defense and a few others we haven't thought of. Andrews Powder Coating in the San Fernando Valley of Southern California can take virtually any component (as long as it won't melt at 400 degrees F) and return it to you looking better than it ever has. We took these folks a smattering of Mustang components to see what powdercoating would do for appearance and corrosion prevention. We left their Northridge, California, facility feeling very pleased with the results.

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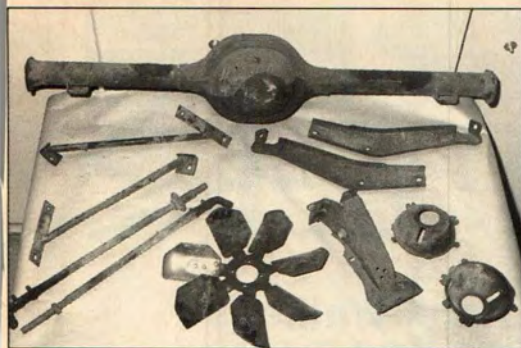
Powdercoating is not cheap. However, the longevity and durability that it yields makes it well worth the investment, especially if you're building a daily driver/weekend show car. In the long run, powdercoating saves you time and money because periodic stripping and repainting become unnecessary.

Andrews Powder Coating does mail-order powdercoating, which means its workmanship is available all over the world. Call for details and a price list. **M&P**

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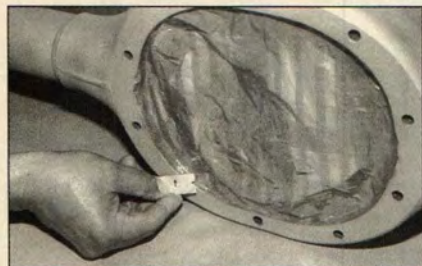




We took a random sampling of chassis and body parts to Andrews Powder Coating to see what could be achieved with this process. These parts will be sandblasted and baked, then powdercoated in their appropriate colors.



Parts are cleaned with a solvent to degrease them (if necessary), then sandblasted as shown. Sandblasting cleans the metal and gives the fine powder something to adhere to.



Masking is used, as necessary, to keep the powder off of areas where it is not desired.



Sandblasted parts are wheeled into a high-temperature oven to bake out any impurities in the metal. The powder will not stick to any foreign matter on the surface.

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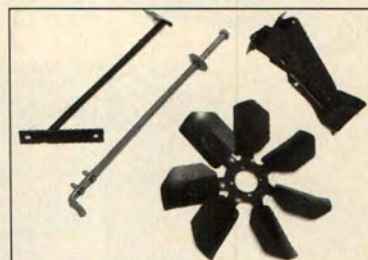
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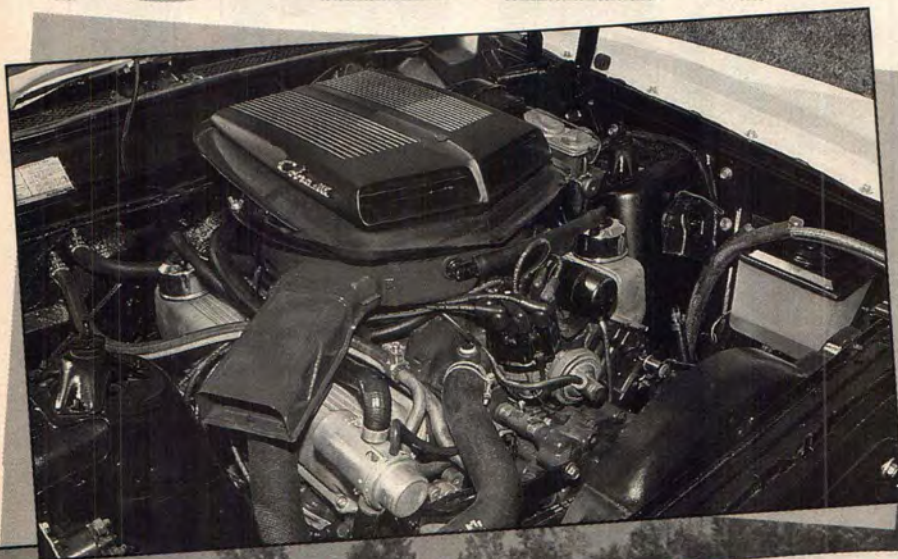
Chassis black powder is applied to the Ford axle housing as shown. Then the housing is placed in an oven that heats the metal and the powder to nearly 400 degrees F. The powder then flows over the surface in a smooth, uniform coating that, when cured, is very durable.



The strut rod is powdercoated in natural metal color, which keeps it correct in appearance and durable for daily use. The pedal support, clutch fan and bumper support are clad in chassis black to keep the original appearance and protect them from rust. The results are outstanding.



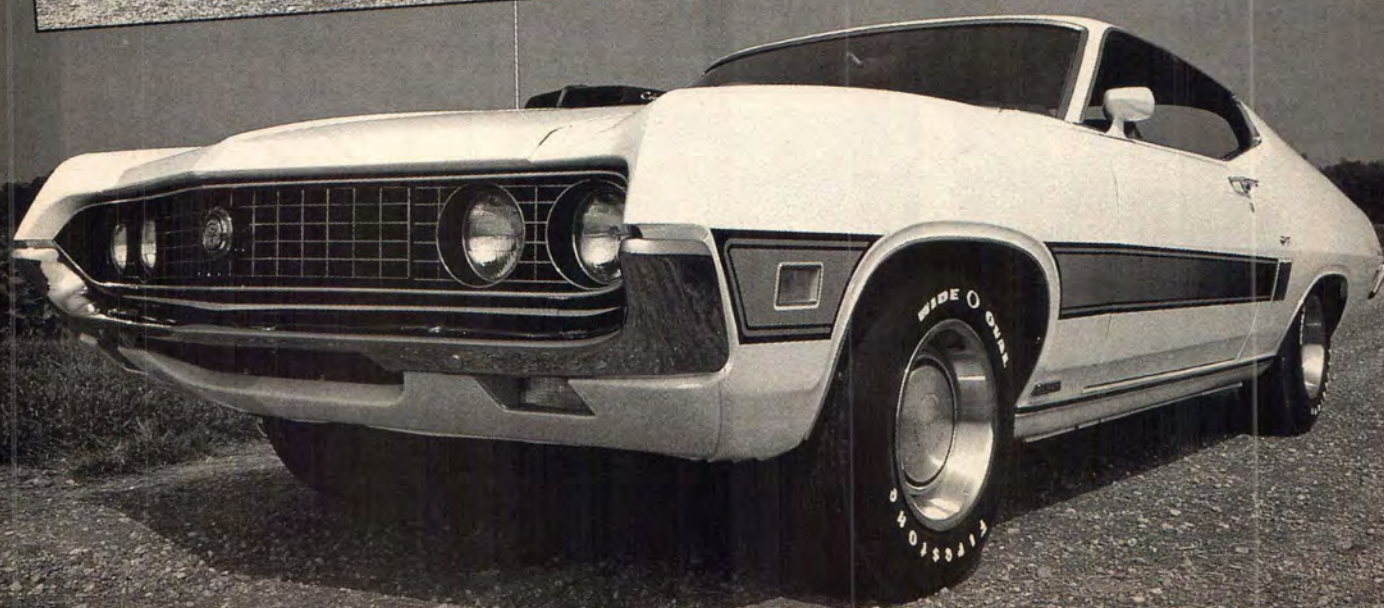
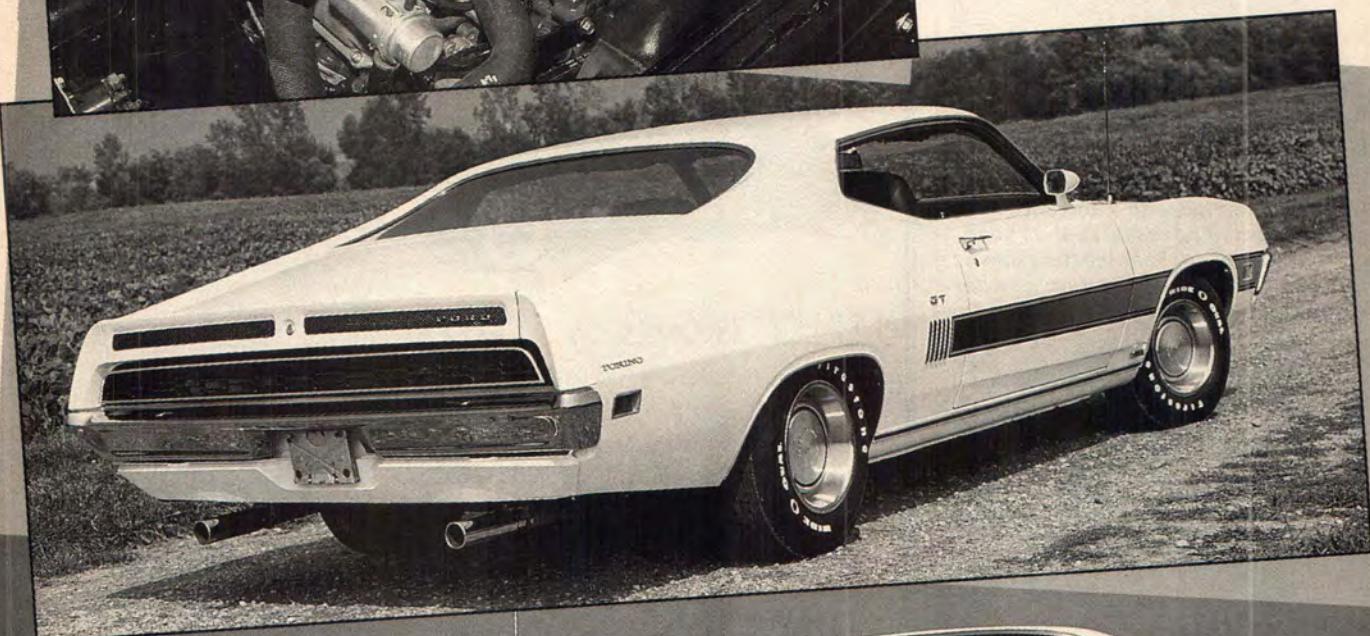
# MORE IS BETTER



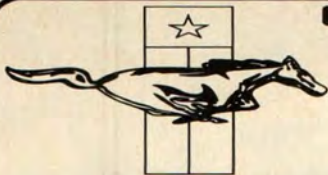
## Hank Walker's '70 SCJ Torino

Text & Photography  
By Dr. John Craft

It has long been said that you just can't beat cubic inches. At least that's what folks used to say when big-muscle musclecars were still rolling off of the Big Three's assembly lines. The incredible performance being ex-







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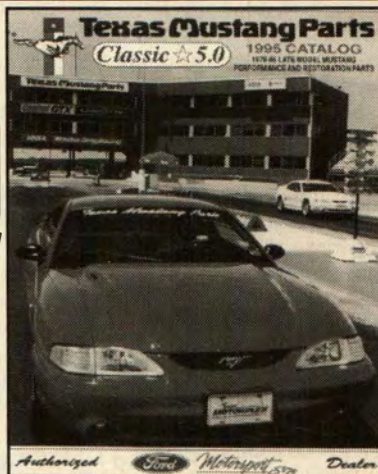
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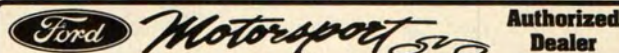
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# MORE IS BETTER

tracted from today's current crop of 5.0L-powered Mustangs may put the lie to (at least part of) that old saw about cubic inches. However, it still applies in spades when it comes to the gut-wrenching torque that Cobra Jet and Boss Nine engines could crank out by virtue of their massive displacements.

When we get right down to it, torque is what vintage musclecar performance is really about in traffic-light-to-traffic-light performance. The high-revving capability of, say, a 289 Hi-Po or Boss 302 might come in handy on the 1320 or in road-course competition. When it comes to moving the mail expeditiously to the next intersection, torque is the kinetic force of greatest consequence.

Just ask Hank Walker of Indiana about automotive physics. Since he purchased his White '70 Super Cobra Jet Torino in 1988, Hank has become something of a local expert on a big-block Torino's ability to distort facial features during sudden bursts of acceleration.

Hank's laser-striped land rocket was factory equipped by the UAW folks in Lorain, Ohio, with the biggest and baddest Cobra Jet engine ever built—the 429. How else would you describe the 7-liter mill, featuring ram induction; a 780-cfm Holley carburetor; a cobby solid-lifter camshaft; sewer-pipe sized, screw-in, stud-equipped heads; and a pair of free-flowing exhaust manifolds? In 1970, these were all regular production options. The result was 370 horsepower and 450 lbs-ft of torque—right off of the assembly line.

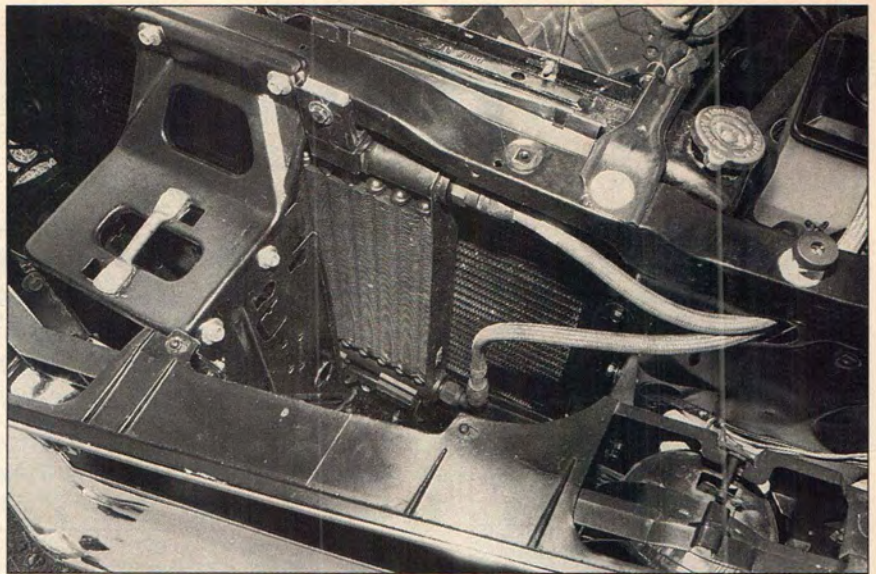
Other bits and pieces of the SCJ package in Hank's Torino include a remote engine oil cooler, a rugged nodular iron center section and a Traction-Lok 3.91:1 gearset. Wrist-thick, 31-spline axle shafts and a quick-shifting, "R"-servoed C6 transmission round out the Drag Pack scenario.

Hank makes those acceleration-induced funny faces in a plush Comfortweave bucket-seat interior, featuring a full-length console and shifter, a Ford AM/FM sound system and loaded Gran Touring trim. The entire package rides on period Firestone F70x15 Wide Ovals, a low-profile set of dog-dish caps and trim-ringed 15x7-inch steel wheels.

The days of factory 7-liter monster motors are lamentably long gone. However, as long as enthusiasts like Hank Walker are keeping the flame alive, the musclecar era will never be forgotten.

There hasn't been this kind of brute torque underneath a Ford bonnet since '70-'71 models. The Cobra Jet name all by itself commands significant respect, even today.

**M&F**



*A remote engine oil cooler was standard equipment with the regular-production option Drag Pack.*



*The Torino's elongated lines lead to full-width taillight treatment and chromed dual exhaust tips.*



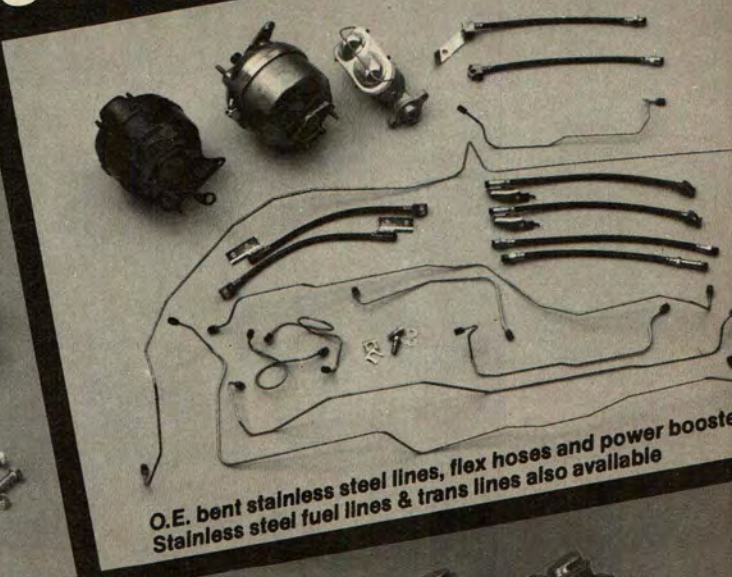
*The Cobra Jet's shaker hood scoop hints at what's under the hood. Beneath the scoop is 429 cubic inches, 370 horsepower and 450 lbs-ft of torque.*



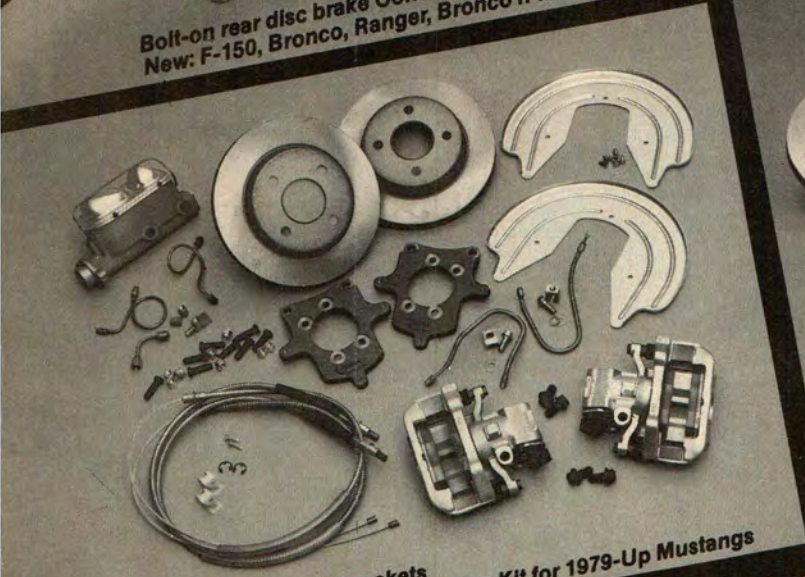
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# Knowing The Way...

## Louise Gibino's Glistening, Golden Concours-Restored San Jose Hardtop

Text & Photography By Jim Smart



It's not often we stumble upon a Mustang car feature that turns heads in the same town in which it was conceived—twice. Twenty-eight years ago, this 289-2V Mustang warmed its manifolds for the first time just outside of San Jose at Ford's Milpitas, California, assembly plant. This plant produced millions of Fords before it was closed during the mid-'80s. Today, the old Ford plant is the Great Mall Of The Bay Area—the largest factory outlet mall west of the Mississippi. If you look closely, you can see vivid traces of the plant's original architecture.

Long ago, the Great Mall Of The Bay Area was a factory outlet of another kind: It produced Mustangs by the thousands for a hungry West Coast market thirsting for sporty four-place performance. This Sunlit Gold '68 Mustang hardtop coupe is a product of the Milpitas plant. After the plant's body shop carefully applied several coats of the golden mist, assembly workers added hundreds of parts that would travel in close formation for years to come.

Years of use lead this Mustang to Jerry and Louise Gibino, who were also born and raised in San Jose. Close scrutiny of this concours-restored coupe tells a lot about Jerry. Jerry with a whole lot of determination, transformed it from a daily driver to a competitive show car for his lovely wife. When Jerry completed the restoration, he effectively conceived the car for a second time in San Jose—going Ford one better on quality.

The Sunlit Gold enamel finish contrasts well with the black vinyl top and Pastel Parchment interior. Nice options, such as wire-style wheel covers and a center console, leave Mustang enthusiasts wanting more.

Raise the hood for one last look at Ford's 200hp 289-2V V8 engine. Despite the 302's introduction in 1968 as primarily a four-barrel engine, Ford continued to build 289-2V versions of the small-block through the end of the '68-model-year production. A smattering of 302-2V engines were also produced alongside the 289 as the '68 model year wound down to a close. The 289's power spins a rotary message through C4 planetaries and clutches for a quick twist of the 2.79:1 axle. This is Ford's original Mustang classic with nimble V8 power and sure-footed handling.

Jerry built this glistening beauty himself; however, enjoyment is all up to Louise, who shows and goes whenever a tolerable South Bay-area climate permits. This lady knows what she likes, and it becomes apparent when she takes her place behind the wheel. With a twist of the key, a vintage Autolite starter engages the flexplate, and cast iron, steel and aluminum are thrust into motion by the intense heat of combustion. Such violent fury is calmed by a single factory exhaust system and transformed into mechanical motion for cruising pleasure.

M&F



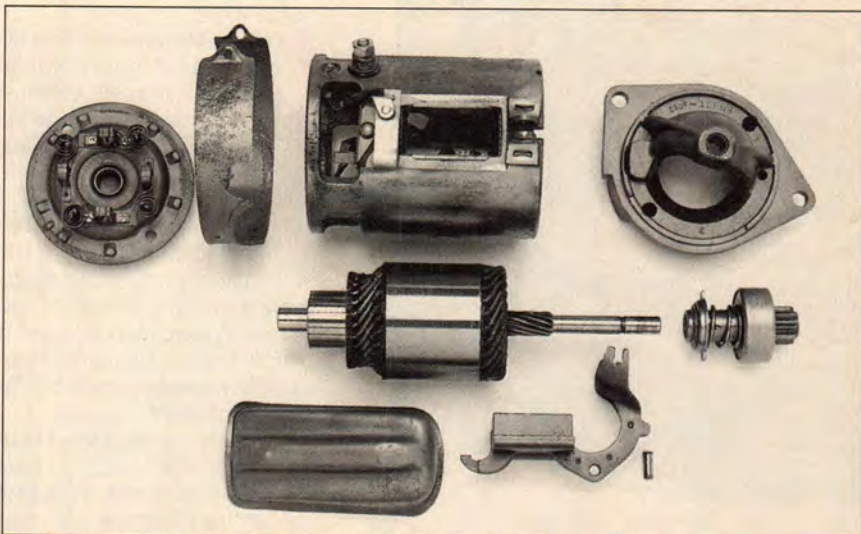
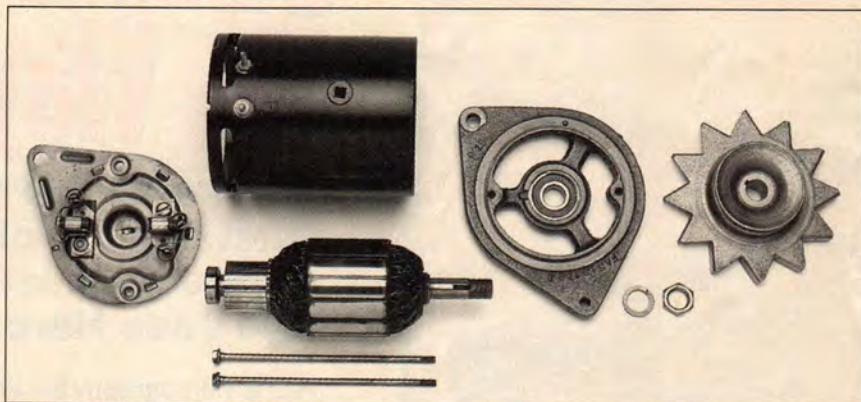
# POWER TRIP

## Starter And Generator Rebuilding That You Can Do Yourself

Text & Photography By Mark Ehlen



We started with a '56-'64 generator (top) and a '65-'75 small-block starter (bottom). Our rebuild will start here.



**Y**ou and your '57 Ford are out for that first cruise. It's a clear and comfortably cool night, and after the first couple of hours, you decide that it's time for a well-deserved burger and fries. Once you are safely parked at the drive-in, a crowd gathers to admire the way you mixed some period-custom tricks with your otherwise-stock restoration. These folks especially admire the two four-barrel setup on your very healthy 312ci Y-block.

Right about now, you've nearly forgotten about the several years' worth of late nights and long weekends wondering if this thing would ever be completed. The last of that double-chocolate malt is just about gone and you conclude it's about time everyone heard just how strong an old Y-block can be. You grab the key fully expecting to hear your baby snap to life. Instead, you hear *grrr-rrr-rrr, grrr-rrr-rrr, click, click, click*. In an act of sheer desperation, you release the key, say a quiet "Please..." and try again—*grrr-rrr, click-click-click*.

Panic sweeps your internals as you look around to see if anyone noticed.

*Basic assembly of both the starter (bottom) and the generator (top) looks easy, and basically, it is. For maximum performance and long life, each component should be carefully disassembled, inspected, prepared and serviced before reassembly. Components are cleaned with bead blasting.*

This is really the most embarrassing sound your cool car could make—and everyone is looking your way. You could hide under the dash or look for someone with jumper cables. You're trying to figure out if it's the starter or generator or something more serious.

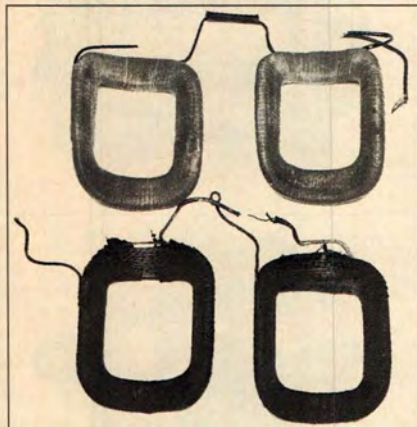
Since problems like this typically involve the starting or charging system, we thought it would make sense to show you how starters and generators are properly rebuilt. So, we asked the guys at Schelen-Gray Auto Electric in St. Paul, Minnesota, to help us out.

Shop owner Gary Gray set us up with expert Roy Week who walked us through the rebuilding process. We

quickly learned that there's more to rebuilding and restoring these units than simply replacing the bushings and brushes. Though starters and generators perform different tasks, their construction is remarkably similar.

Our starter is a '65-'75 small-block and six-cylinder unit for C4 Cruise-O-Matics. The generator is a '56-'64 12-volt V8 unit for all Ford and Mercury models, except Lincolns and trucks. All parts are available for these rather common units. However, antique and rare models can be easily serviced by making custom brush holders and any other parts that you may need. It is even possible to rewind the armatures

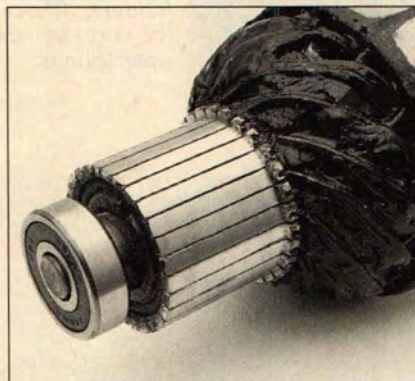
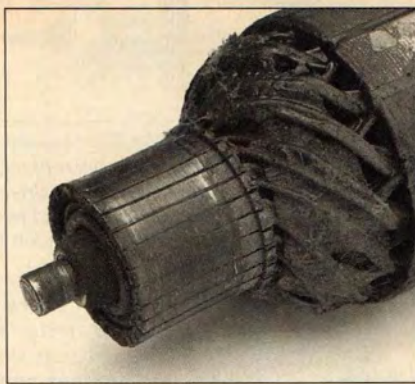




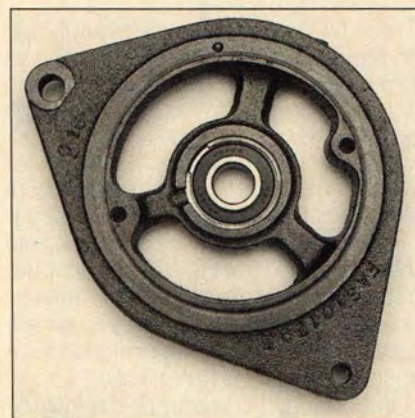
*This shows the original condition of the generator field coils (top, middle). Overall, they look pretty good. However, the wrapping is beginning to fail. Once the field coils are removed from the housing (bottom), we can easily see that they are in rough shape. We will revarnish and wrap these, although it is easier to simply buy a replacement set.*

and field coils if they have been badly damaged or burned. Rewinding or installing improved field coils can also improve the torque output of your starter, should there be the need for more twist to fire up that high-compression engine of yours.

When a starter or generator is disassembled, the first inspection needs to include the armature and field windings. If either is bad, performance will be poor at best. Inspection should show loose or cracked insulation and any evidence of overheating. If the armature looks or smells burned, it is likely there are short or open circuits in the windings that will have to be located and corrected.

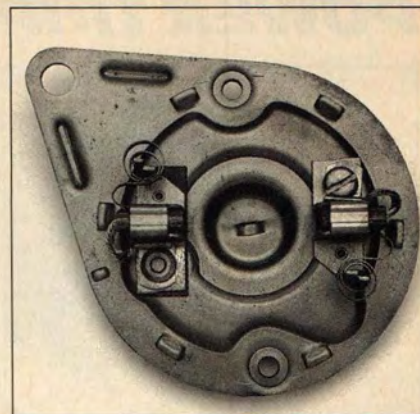


*The generator commutator prior to freshening isn't as bad as it appears (top). A few bars that had to be soldered are not visible. With the bars resoldered and commutator turned (above), undercut the mica next. The rule is to cut a minimum of 0.010 inch and no more than the width of the mica. The generator-shaft bearing installs with a 3-pound press fit. If the bearing is too loose on the shaft, the shaft should be knurled first.*

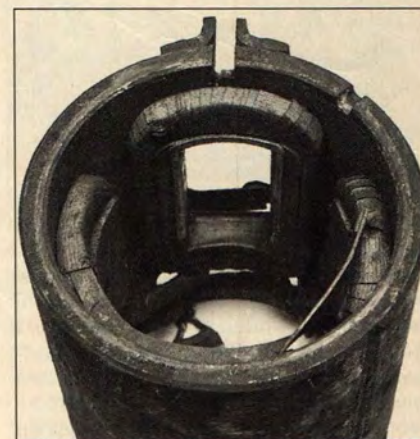


*The pulley end of the armature rides in a sealed bearing positioned and held with a simple C-clip. This bearing should always be replaced during a rebuild.*

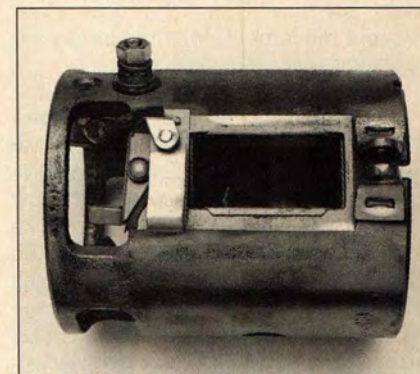
Windings can be reinsulated by baking them completely dry, then soaking them in a heated baking varnish and baking them again until dry. This re-seals any places where insulation has cracked. It also seals the windings from moisture and ensures a good mechanical bond. You can't see this, but elec-



*The rear end of the generator supports these brushes. It is OK to reuse old brushes on a freshly turned commutator if they aren't worn on an angle and you file them flat. This enables the brushes to properly reseal themselves. Check the springs for proper tension. The rear bearing press fits on the armature shaft, not into the end plate.*



*The field coils on the starter are in good shape, with no evidence of burning and with good wrapping.*

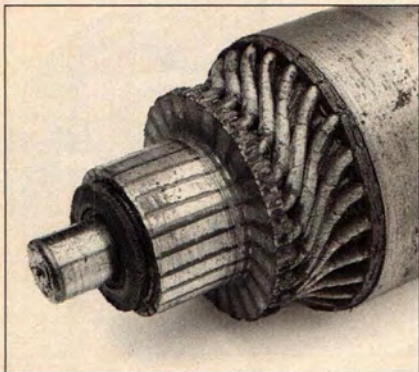


*Unsoldering the contact points is not worth the trouble unless they are badly burned. Simply dress them with a file or emery cloth.*

tric current moving through these windings will cause the wires to flex, which eventually leads to cracked insulation or bad connections. The varnish is there to glue the windings together and



# POWER TRIP



*The starter commutator before turning looks pretty ugly (top). A quick turn in the lathe will make it look like new again (bottom). This one passed the growler test, so the armature wiring is sound. The mica does not need to be undercut on a starter because it uses brushes made with a copper and carbon mix that burns away the mica as the commutator wears. Note that the end of the shaft is polished. This extends the life of the oil-lite bushing. Week recommends greasing the bushing and applying a few drops of 20W oil in the bottom of the plate assembly.*

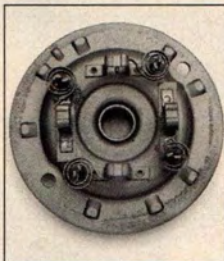
prevent movement, thereby greatly extending service life.

Next, we look at the commutator. Except some wear. Unless it is badly gouged, it can easily be turned on a lathe to look like new. Beware, however. The commutator must be perfectly round or high, and low spots will cause the brushes to float like engine valves, with arcing between the surface and the brushes. As the brushes lift and arc, this burns the low spots.

The major enemy with brush contact is heat. This is particularly true with starters where it is possible to heat the commutator to the point of melting the solder when there's excessive cranking. If your starter/generator works but doesn't have the output that it should, it is conceivable that a portion of the commutator is disconnected. This was the case with our generator, so Week resoldered the commutator to ensure maximum performance. He then varnished both arma-



*The finished armature looks like new. Another part that you should always replace is the starter drive. Reusing the old drive is like changing the engine oil without replacing the filter. The small savings isn't worth it. Replace it now.*



*Like the generator, the starter's rear plate carries the brushes and holders. Check for broken or weak springs.*

## Voltage Regulators

With your fresh generator working like new, do not re-install the old voltage regulator without first ascertaining that the regulator wasn't the reason for your fried generator to begin with. It is mandatory that the regulator be adjusted to the generator's output in voltage and in amps. If you must install a new regulator, simply install the old factory-original cover on a new unit. A solid-state kit is available for old voltage regulators that put high-tech guts underneath the original cover. Remember, always check out the voltage regulator before firing the engine and charging system.

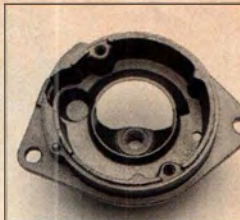
tures and the generator field coils.

You find opens, shorts and grounds in an armature by taking your components to a professional who can test them with a device known as a growler. The growler sets up a magnetic field that allows the professional to check for shorts. (The growler gets its name from the sound that it makes when the armature is rotated through the magnetic field that it creates.) This is a critical test because an armature cannot be repaired unless it is rewound. Unless you have a really rare piece, the best solution for a shorted armature is to replace it.

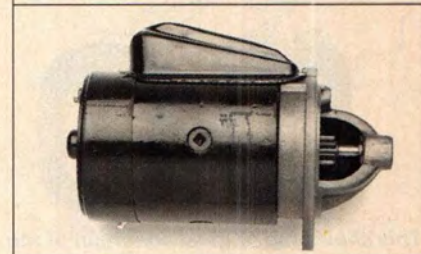
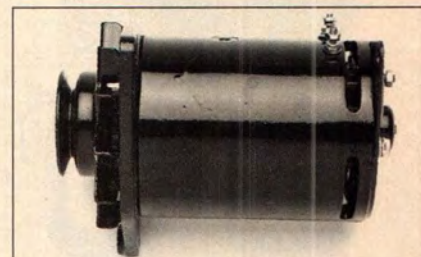
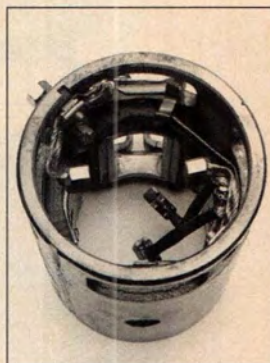
Important Ford starter points include not removing the field coils unless necessary because the contact points must be unsoldered. These points require a lot of heat to reattach. A common soldering gun won't do it. To solder these points, you will need a butane torch. Ideally, a 500-watt carbon arc is even better. These are your only options.

Week tells *Mustang & Fords* that the biggest failure point with Ford starters is a bad connection at the positive terminal post on the starter. All this requires is a good cleaning for proper operation. **MEP**

*The starter drive bushing in the nose is a graphite-impregnated type that is self-lubricating. A little shaft polishing will extend the service life of the bushing. Don't forget to re-install the starter-drive return spring in the little pocket on the left.*



*Here, we can see how the starter brushes attach inside the barrel. The two negative brushes are a simple bolt-in; however, the two positive brushes are attached with high-temp solder.*



*Once reassembled, the starter (bottom) and generator (top) are repainted with an industrial-grade, rust-resistant enamel. If you want to perform your own concours-quality painting, simply ask the shop not to paint the unit. Some starter housings were not painted at all, but rather, glued like a shotgun barrel. However you finish your starter or generator, do not paint the contacts (terminals) or you will hinder the passage of electric current—and that would be a silly reason to miss out on a good cruise night.*

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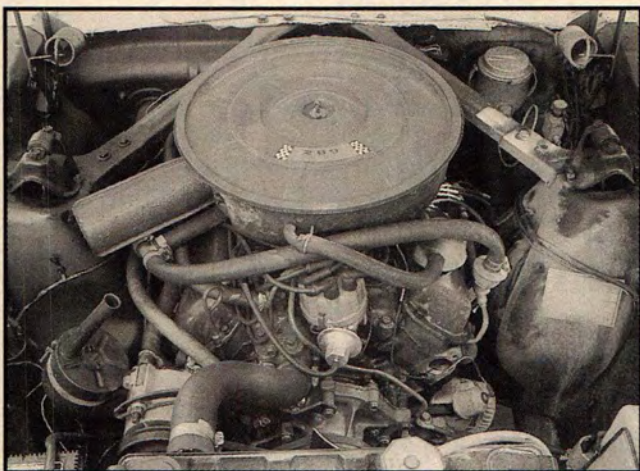
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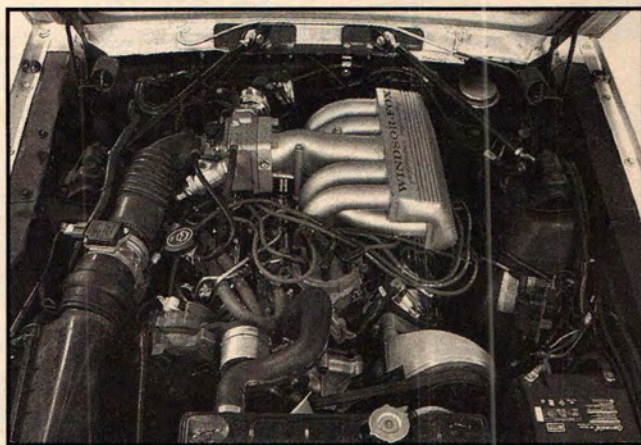
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# 5.0L EFI ENGINE SWAP



The basis for the swap was a '66 Mustang with a stone-stock, two-barrel 289 and C4 trans. Underhood, things were in decent shape, and the car ran well. On the dragstrip, though, the car was no rocket ship. It clocked a 16.22-second pass at 86 mph.



The finished 5.0L engine is totally stock except for a GT-40 intake and free-breathing JBA shorty headers. With the AOD trans, previously installed BFG radial tires and 2.80:1 gears, the car clicked off a 14.92 at 97 mph. The benefit of the car being quicker is just the beginning.

## How To Swap A 5.0L Ford EFI Engine & AOD Trans Into A Classic Mustang

Text & Photography By Miles Cook

For as long as the current staff of *Mustang & Fords* has been in residence, we've preached the concept of modern-tech muscle cars. Whether it's a feature on a car someone has built, a story on updating an older car with modern components or a response to a letter in Isaac Martin's Performance Hotline column, we believe it is the trend for the '90s and beyond. Put simply, it's the story right here. Install an engine and trans from a late-'80s or -'90s car into a classic Mustang.

The core of this theory combines a '66 Mustang fastback and an '89-'93-style EEC-IV-controlled, mass-air fuel-injected 5.0L engine. Taking it further is the incorporation of a four-speed automatic overdrive (AOD) transmission.

Making the swap possible is Ford Motorsport SVO, which offers a complete 5.0L EFI crate engine in its catalog. The other major player is Windsor-Fox Performance Engineer-

ing—a firm we consider to be one of the nation's best sources for Ford EFI engine conversions. It offers everything you will need to complete a 5.0L Ford EFI engine swap—even a complete Ford wiring harness modified specifically to work for the model and engine with which the harness is going to function. Windsor-Fox offers small parts to those who are doing the swap themselves, or it can install the engine and trans at its Apple Valley, California, shop. You supply the car and engine, Windsor-Fox will do the rest.

Here, we followed along as Windsor-Fox's Ed Marsh performed the 5.0L swap into this early Mustang. In addition to providing an overview of what's involved, we also performed an IM240 emissions test before and after the conversion. Not only do you get more power, better driveability and a whole lot of oohs and aahs with an engine swap like this, you also get cleaner emissions.

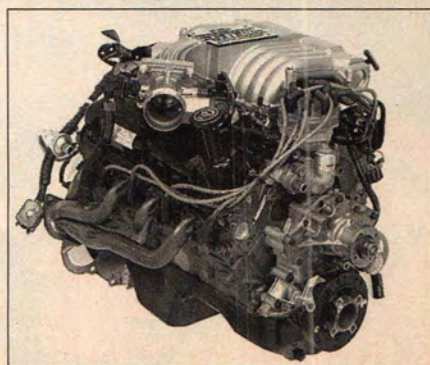
While there's not enough room here to show every detail that goes into doing this swap, it's comforting to know that the 5.0L engine and AOD transmission drop directly in place of the 289 and C4 trans. If you're considering a swap like this for your own classic Ford, then the Windsor-Fox-updated Ford wiring harness is the best place to start. Retrofitting a classic car with modern '90s technology is no longer just a trend. It's now the norm, and we love the idea more than ever.



Removing the 289 and C4 trans is similar to removing other V8 engines. Disconnect the exhaust; unhook the throttle linkage; and remove the radiator, driveshaft and shock tower braces.

### Prepping The New Engine

Available out of the Ford SVO catalog is a complete 5.0L EFI crate engine (part No. M-6007-D50) that includes the complete long-block, intake, distributor, fuel rails, injectors, engine wiring harness, plug wires and even spark plugs. ➤



FORD MOTORSPORT PHOTO







## 5.0L EFI ENGINE SWAP



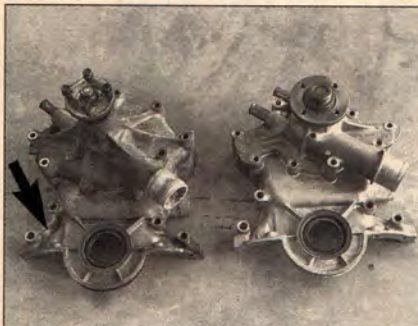
Some changes are needed to fit the crate engine in an early Mustang. Replace the Fox chassis rear-sump pan with an early-style 289 front-sump pan (Ford SVO part No. M-6675-B302) and corresponding front-sump oil-pump pickup.

Late-model 5.0L engines have the dipstick on the driver's side, going through the block. This dipstick hole won't be used, so it is plugged. Insert a wooden dowel into the hole. Tap it in place with a screwdriver and a rubber hammer.



Drill a hole in the alternator/air-pump bracket. The tube will tuck in behind the alternator once installed.

Make sure the tube is inserted to the bottom of the bracket so you can tap it to the timing-chain cover after bolting the cylinder head. Some bending of the tube will be required to make it conform to the location of the bracket.



The '94 engine has a different water pump and timing-chain cover (right) from the '86-'93 (left). Replace the newer pieces with the earlier ones. The newer water pump will not accept an engine-driven fan from the '86-'93 cars. The engine-driven fan fits best in the tight confines of a '65-'66 Mustang. The '86-'93 timing-chain cover has a boss cast into it for the required 289-style front-mounted, pan-rail dipstick (arrow), which the newer cover doesn't offer. Order these parts from Ford or Autumn Fleet Sales (AFS).

Before installing the cover, drill an  $1\frac{1}{32}$ -inch hole in the dipstick-tube boss so it will accept the early-style dipstick setup. Windsor-Fox does it here on a drill press for accurate results.



### Engine Installation



With the 289 engine removed, this is a good time to detail or repaint the engine bay. Then, using a  $1\frac{1}{32}$ -inch holesaw, drill three holes for the main EEC-IV computer-wiring harness. Windsor-Fox has a template available that shows exactly where and how large the oval-shaped hole needs to be.

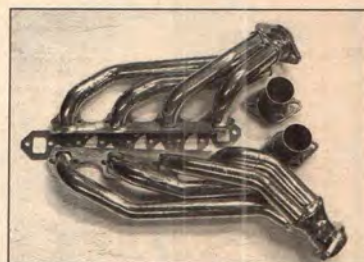


The 5.0L engine and AOD trans are bolt-ins. We installed the engine and trans at the same time. The late-model mill uses the exact same engine mounts as the early 289. The block's external architecture is the same.



JBA Performance Products makes a crossmember that allows an AOD trans to fit in an early '65-'66 Mustang. The larger AOD clears the transmission tunnel but requires a shortened driveshaft. Windsor-Fox offers custom-length driveshafts ready to install. The

Another must-have from JBA are these top-quality shorty headers (part No. 1650-1) that clear '65-'66 Mustang shock towers. Late-model Fox-chassis headers won't fit. Included are the gaskets and collectors. The collectors also have the required threaded receptacles to



accept an oxygen sensor on each side. Install these headers from underneath the car once the engine is in place. Then have a muffler shop alter your existing exhaust system to mate with the collectors. This car already had a real dual-exhaust system, but if your car doesn't, now is a good time to upgrade. ➤

final piece of the engine/trans bolt-in is the retention of the C4 mount. It bolts directly to the AOD trans and JBA crossmember and places the tailshaft in the same place as the C4. The crossmembers are available through JBA or Windsor-Fox.





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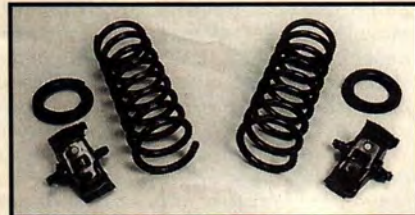
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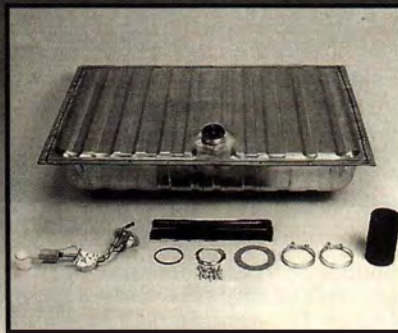
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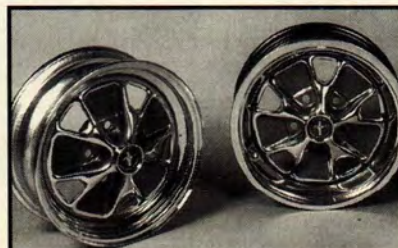


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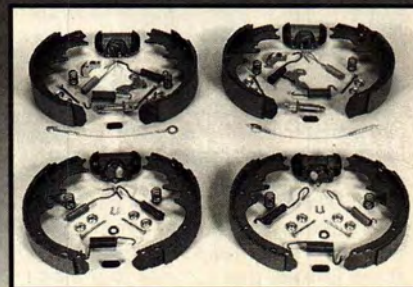
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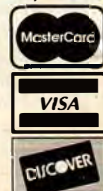
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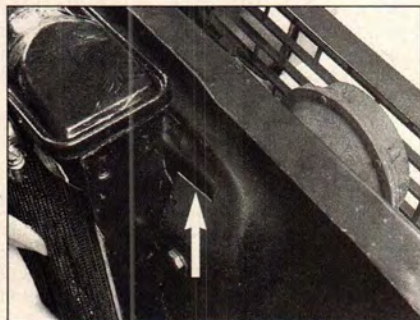
## 5.0L EFI ENGINE SWAP

### Accessory Installation & Underhood Detail



The front accessory drive is an '86-'93-style serpentine-belt setup without A/C. This includes the alternator, reverse-rotation water pump, tensioner pulley and air pump.

Brackets and pulleys came used from AFS. Late-model power-steering pumps can be integrated. If you choose to eliminate the power steering, Windsor-Fox offers a kit that places an idler bracket where the power-steering pump would be. It uses factory Ford bracketry, and Windsor-Fox makes a custom pulley setup (arrow) that mounts to the power-steering-pump bracket.



Windsor-Fox offers a custom three-row radiator that fits in early Mustangs. It looks stock, but moves the lower hose outlet to the driver's side of the radiator to accommodate the late-model water pump. The stock radiator bolts to the backside of the core support. To install the new one, cut two notches with a cutoff wheel (arrow) to allow the radiator to drop into the front side of the core support. This provides the required clearance for the clutch fan and serpentine accessory drive.

Also from AFS are an AOD throttle-valve (trans control) cable (left) and an accelerator throttle cable (right). Drilling a hole in the firewall was required to hard-mount the throttle cable to the firewall. It then connects to the throttle-body butterfly like normal. The AOD TV cable runs from the trans to the throttle body. The cable sends a signal to the trans. Without it, fluid pressure would drop and cause transmission failure.



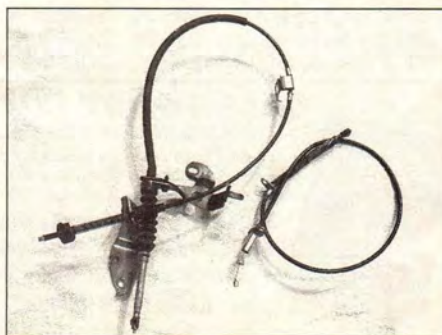
The battery needs to be relocated to the driver's side of the engine next to the radiator. Windsor-Fox offers a compact dry-cell battery, shown here.



To retain the emissions-control functions of the new engine, we installed a Ford SVO sensor and relay package, which includes the EGR solenoid (left) as well as the Thermactor Air Bypass (TAB) and Thermactor Air Diverter (TAD) solenoids (right). The pictured EGR and TAB/TAD solenoids are mounted underhood with sheetmetal screws on the backside of the passenger's-side shock tower. They connect to the engine wiring harness with their own dedicated connectors.



The factory shock-tower braces won't clear the upper intake plenum and the air-inlet tube leading to the throttle body. Windsor-Fox's tubular shock-tower brace setup solves this and includes the bars, spherical rod ends and main brace. The braces clear the upper intake and air inlet tube, and they're adjustable. The brace setup will fit on any '65-'68 Mustang.



Windsor-Fox fabricated a bar linkage to connect the AOD trans to the stock '66 shifter. The stock shifter works perfectly with the AOD, because it has the same number of detents as a late-model AOD shifter. The shifter allows the same amount of control over the AOD as in an '86-'93 car.

### Wiring



Shown is the Windsor-Fox upgraded computer wiring harness for this car. Most '89-'92 EEC-IV mass-air wiring harnesses are different. Windsor-Fox takes this into account and selects the best harness for the car that is being converted. One of the best aspects of a Windsor-Fox harness is that splicing is done out of sight under the dash. This leaves only factory connectors under the hood for a clean factory appearance. Instructions are included, or Windsor-Fox can wire your car for you. Using a '94-'95 harness is not recommended; the connectors are different and the '89-'93 versions are best suited for a conversion. ➤



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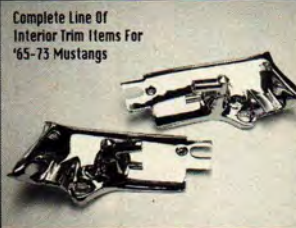
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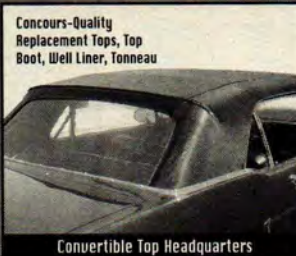
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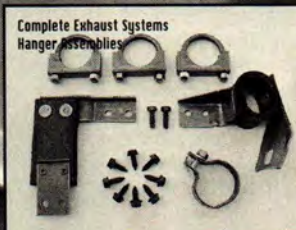
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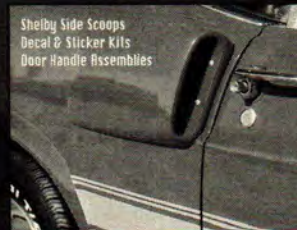
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## 5.0L EFI ENGINE SWAP



The wiring process begins with passing the EEC-IV's harness connector through the hole in the firewall. The oval hole allows the harness' grommet to fit in place. The instructions are easy to follow.

Another advantage of a Windsor-Fox harness is that every connector and wire is labeled. The instructions refer to all of the wires by number, and the all of the connectors are marked as shown.



The EEC-IV processor mounts under the dash behind the glovebox. Here, the glovebox is removed to show the mounting bracket Windsor-Fox makes and the orientation of the EEC. Instructions on how to wire as well as where the wires go under the dash and underhood are included.



## Before-And-After Smog Test

The Environmental Protection Agency (EPA) has developed an exhaust-emissions test procedure called IM240. This "inspection maintenance" test calls for a predetermined cycle on a chassis dyno for 240 seconds (four minutes). Although IM240 is not part of the standard nonchassis-dyno California emissions test, we still wanted to see how clean the Mustang was before and after the swap, using the IM240 test as a reference point. The accompanying chart shows the standards for passing the test in grams/mile, while the results of the car's emissions output are listed below the chart. We tested the car with the carbureted 289 and also with the EFI 5.0L engine.

As far as emissions-control equipment, the '66 is equipped with all '89-'93 mass-air 5.0L Mustang pollution-control devices required by a California Bureau of Automotive Repair (BAR) referee inspection facility. The car passed the referee's smog-check inspection from a visual and tailpipe-sampling standpoint.



The car underwent IM240 testing on a chassis dyno before and after the engine swap. The tests were done at Automotive Testing and Development Services (ATDS, Dept. MF, 400 S. Etiwanda Ave., Ontario, CA 91761, 909/390-1100).

## IM240 Start-up Light-Duty Vehicle Test Standards

Model Years	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen
'94+ Tier 1*	0.80	15.0	2.0
'91-'95	1.20	20.0	2.5
'83-'90	2.00	30.0	3.0
'81-'82	2.00	60.0	3.0
'80	2.00	60.0	6.0
'77-'79	7.50	90.0	6.0
'75-'76	7.50	90.0	9.0
'73-'74	10.0	150	9.0
'68-'72	10.0	150	10.0

### Test Results—'66 Mustang Engine Swap

289 2bbl	3.95	67.0	3.3
302 EFI	2.56	22.0	3.0

\*Tier 1 standards are recommended for '96-and-later vehicles and may be used for '94-and-later vehicles certified to Tier 1 standards.

M&F

## Fuel System



For its turn-key conversions, Windsor-Fox includes a new fuel tank that incorporates a 110-liter/hour in-tank Motorsport electric fuel pump. Its external dimensions are otherwise identical to a regular '65-'66 Mustang tank, and it installs directly into the trunk. Unbolt the old tank from the floor, and re-install the new one using the same bolts. The filler-neck setup remains the same.



Mounted in the trunk near the fuel-filler neck is an inertia switch, which is incorporated in the fuel-pump relay circuit. Windsor-Fox will not do a conversion without installing one. The switch, a critical safety item, automatically shuts off the electric fuel pump in the event of an accident.

The fuel filter and bracket are bolted to the car on the inside of the passenger's-side front fenderwell. The late-model filter bracket is available from AFS. The filter fits behind the right front tire. The pressure and return lines run from the engine to the tank underneath the car along the passenger's-side subframe rails. Windsor-Fox offers the proper factory plastic fuel line designed specifically for high-pressure EFI applications.



The fuel filter and bracket are bolted to the car on the inside of the passenger's-side front fenderwell. The late-model filter bracket is available from AFS. The filter fits behind the right front tire. The pressure and return lines run from the engine to the tank underneath the car along the passenger's-side subframe rails. Windsor-Fox offers the proper factory plastic fuel line designed specifically for high-pressure EFI applications.

## SOURCES

**Autumn Fleet Sales, Inc.**  
Dept. MF  
7301 Deering Ave.  
Canoga Park, CA 91303  
818/340-9444

**Ford Motorsport SVO**  
Dept. MF  
44050 N. Groesbeck Hwy.  
Clinton Township, MI 48036  
313/337-1356

**JBA Performance Products**  
Dept. MF  
7149 Mission Gorge Rd., Ste. C  
San Diego, CA 92120  
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**Windsor-Fox Performance Engineering**  
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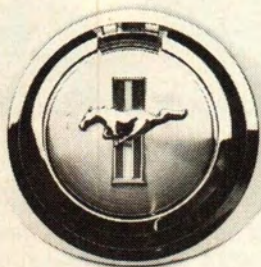
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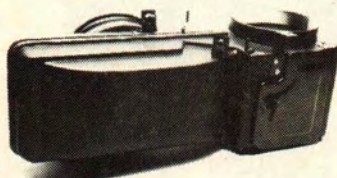
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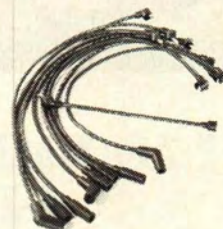


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## Resto Topics & Tips

**Don't Blink, You Might Miss It**



**By Drew Alcazar**

A lot has been written about the art of negotiation. Wars have been fought. Lives have been lost. Civilizations have been extinguished—all a direct result of a bungled negotiation. We hope that nothing quite so catastrophic will ever befall you. However, all of your research and time spent finding the right collector car will ultimately result in the final act of "doing the deal."

Car deals, like any negotiation process, revolve mostly around people. Few have much to do with the car itself. The solid, courteous and professional foundation that you build throughout the brief relationship with the seller is the key to a successful deal. This is especially true when personal sentiment is involved; However, egos and emotions can run high. Your sensitivity and awareness of it is important. The almighty dollar may be the only consideration for the seller. Your ability to know the difference and to posture yourself accordingly is the magic equation.

Circles in which these collector cars move are notoriously close-knit. Many times they will be sources for parts, information and other car purchases in the future. Be especially careful not to nitpick or go into the gory details of a prospective purchase. Most sellers are aware of the vehicle's shortcomings. Even if they



aren't, it is not your job to criticize the car. Extend courtesy, state your case and listen to the response.

The time that you spend with the seller can serve two purposes. While you are going over the car, take silent mental notes about its condition and authenticity. At the same time, make personal conversation with the seller. This often helps you understand why the car is being sold, what the seller thinks it is worth, the car's past history and the like. Tell the seller a little bit about yourself, why you want to buy the car, what wonderful plans you have and more, breaking the ice and making you and the seller partners in the deal instead of adversaries.

After you have checked the vehicle and gotten to know the seller, ask yourself the question of value versus asking price versus logical selling price. Do you find the asking price fair and reasonable? Did the seller set a ridiculous price? Is the car the deal of a lifetime, or does the seller offer a good buy, but it may be a little high with room for negotiation?

We have often found that if the price is fair, so is the deal. Grinding away on the price (when you and the seller are aware that it is a fair deal) not only compromises your integrity, but can create animosity between you and the seller. If the deal is "right," pay the asking price. This will help you in future deals because the seller will know that you're sincere.

A typical car purchase deal is sometimes negotiated by pointing out all of the shortcomings of the car and subtracting a hypothetical amount from the asking price. This system works well if you do it silently in your head, but it can really backfire if you spout off like a pompous know-it-all. The offended seller will likely suggest that you buy from someone else.

A technique that works successfully is to silently ascertain the value and the amount that you want to spend, then simply state that the amount is all that you have to spend. Mention some of the things that you would like to do with the car, and the impact they will have on your budget, making it impossible to spend any more than you have offered. You must stick to that amount; if you raise your offer a short time later, your credibility will go out the window.

If, after negotiating your pitch, the seller rejects your offer, prepare to leave. If the amount that separates the deal is very small, then who (really) is being stubborn? Going after another car will take more time, and you might even find less elsewhere than you have in front of you. Gently remind the seller that you are, right now, a ready buyer. If you and the seller still don't agree, leave your name and number, and advise the seller to contact you if there's a change of heart.

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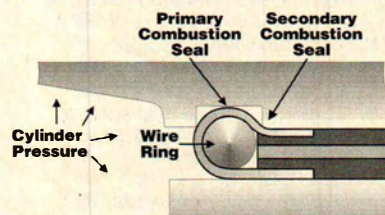
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Consistent follow-up may help you attain your goal. Check with the seller every couple of days, and see if the car is still for sale. Reiterate that you are still interested and that your offer still stands. The seller may get tired of tire kickers and accept your offer. If, after further consideration, you decide that you really want the car badly, tactfully raise your offer a minute amount and see if it is accepted. You may also find that having some time away from the car helps you discover that you really didn't want it.

Let's close this with a handful of final tips. Many enthusiasts who are selling cars have a habit of collecting parts. Ask

about these or those that were taken off in the course of a restoration or restomod build. Sometimes these parts have value and can be thrown in to sweeten the deal. Restomod parts also have some value to the seller and buyer. If installed parts aren't what you, the buyer, want, suggest the removal of these parts prior to delivery, along with a lower selling price.

While you're horse trading, ask for any memorabilia, factory promotional signs and banners, dealer brochures and so on. These items are often invaluable and can have a major impact on the overall value of the sale. Most of all, have fun doing the deal, and good luck! **MRP**



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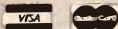
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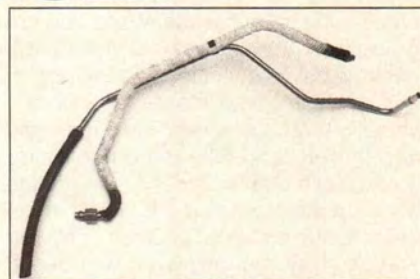
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Enter Paul and Lauren Fix and the dawning of Classic Tube less than a decade ago. Classic Tube began modestly with simple tube-bending basics, a lot of know-how and untold hours working on a great idea. That great idea was conceived to aid enthusiasts in achieving the best restorations in the history of car collecting.

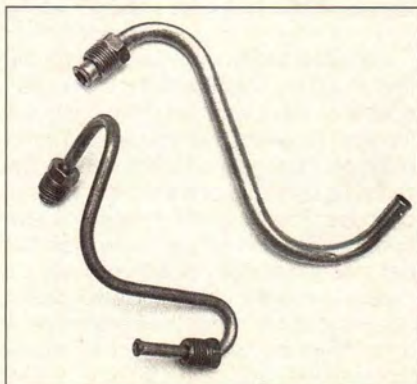


Here's the choke heat tube setup for a '65-'68 Mustang V8. Classic Tube even includes the insulation, clip and rubber hose, making this package a bolt-in installation.

How about a brake distribution block and lines for the '71-'73 Mustang and Cougar?



Check out these steel reproduction brake lines for Mustangs. They are exact in every detail.



Virtually every line or tube for the Mustang is available. Here are two examples: a steel line (bottom) and aluminum tubing (top).

But it has wound up being more than that. Classic Tube has made it possible, through sophisticated CNC technology, to produce virtually any steel, stainless steel or aluminum line known to mankind as long as there is a sample from which to take measurements. If a sample is unavailable, Classic Tube can custom fabricate your lines and tubes from simple specifications.

Classic Tube can make virtually any line from your original specifications. If you're restoring a vintage Ford, Classic Tube can go Ford O.E.M. one better with exceptional quality and even stainless steel construction. If you're building a high-tech restomod with electronic fuel injection, closed evaporative emissions or even antilock braking, Classic Tube can fabricate steel or stainless steel lines to your specifications—quick and easy bolt-ons that will greatly enhance your upgraded vintage Ford.

We visited Classic Tube's corporate headquarters and factory in Western New York state. Its huge inventory, consisting of lines and tubes that enthusiasts ask for most, was overwhelming. What's more, Classic Tube was ready to produce virtually anything that we could come up with. CNC technology makes this possible. Enter the specifications, feed the raw material into a high-tech





**Lauren and Paul Fix are shakers and movers in the performance industry, both when at work and on the track. They are both active racers who pilot exciting vintage Fords.**



**Paul (right) keeps his finger on the operation, personally overseeing most of the production. Staying close to the action ensures quality through personal attention to detail.**

production line and a finished product will be ready in a matter of minutes.

Classic Tube supplies a wide range of Mustang parts vendors. If you have a nice set of steel lines embossing your concours Mustang's undercarriage, there's a good chance that these lines originated at Classic Tube. Classic Tube's sales and technical staff are eager to help you make the right decision for your restoration project. Challenge them to meet your specific needs. **M&P**

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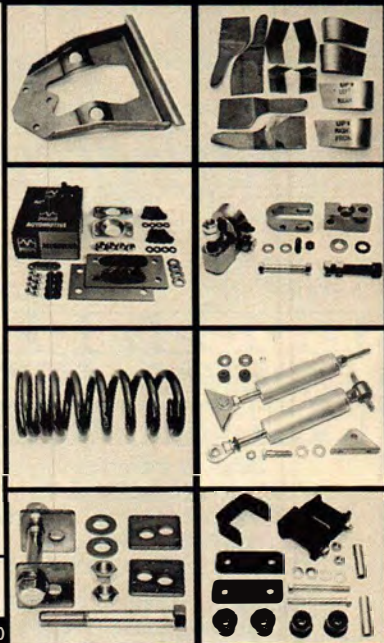
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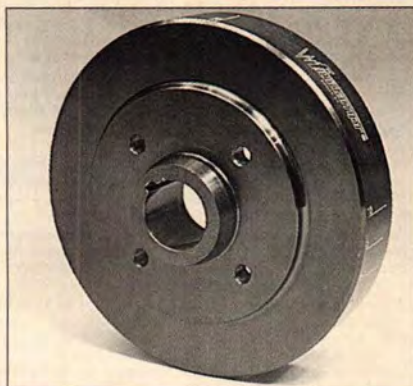


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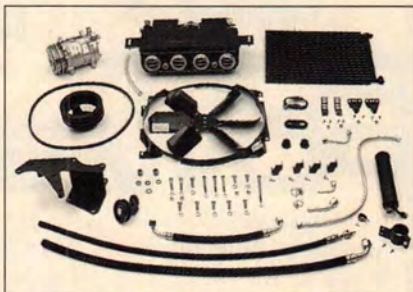
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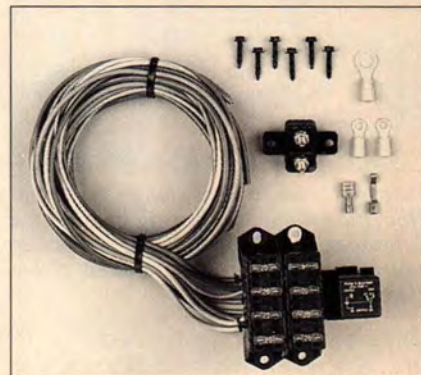
## Keep It Cool

Building a restomod Mustang means that you have options. Options for the restomod builder include this nifty underdash air-conditioning system from Classic Auto Air for '65-'68 Mustangs and Cougars. This system nearly mirrors the stock underdash air conditioning system for '65-'66 Mustangs and other compact Fords and Mercs. This Classic Auto Air system includes everything you will need for installation and to make it operational. Also available from Classic Auto Air is the '67-'68 Mustang/Cougar air conditioning discharge hose. Classic Auto Air stocks an extensive line of high-quality reproduction air-conditioning/heating parts and systems for vintage Fords. For more information contact Classic Auto Air, Dept. MF, 2020 W. Kennedy Blvd., Tampa, FL 33606, 813/251-2356.



## O.E.M.-Style Chrome

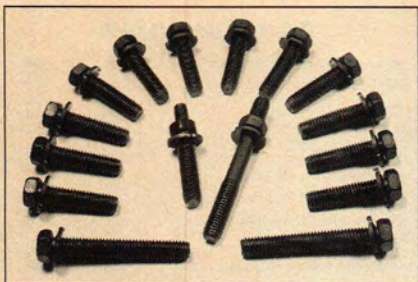
Chromed '64½-'66 289 V8 steel valve covers are becoming increasingly difficult to find because Ford didn't make very many of them to begin with. California Mustang comes to the rescue with chromed-and-unfinished-steel valve covers for mid-'60s small-block Fords. This accurate reproduction of the '64½-early '66 small-block valve covers has the stamped PCV valve opening and the raised oil-filler-cap tube for the push-on-style cap. Sold in pairs for just \$59.20 unfinished or \$64.95 chromed, plus appropriate shipping and sales tax, these glistening reproductions are an asset to any restoration. For more information contact California Mustang, Dept. MF, 19400 San Jose Ave., City of Industry, CA 91748, 800/775-0101 or 909/598-3383.



## Cirkit Boss

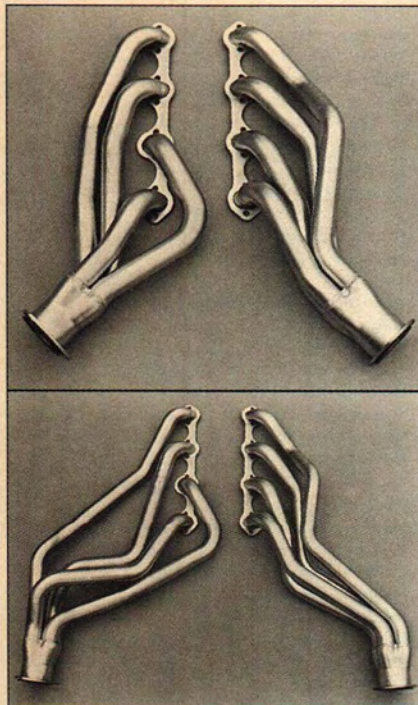
If you've ever wanted to add more circuits to your vintage Ford, but didn't know quite how to pull it off, Cirkit Boss from Painless Wiring is your answer. The Cirkit Boss system adds new circuits from original-equipment wiring, thus safeguarding your electrical system. Cirkit Boss is available in one-, three-, seven- or 11-circuit configurations and is complete with a heavy-duty, 30-amp relay and 20-amp fuses. For more information on Cirkit Boss and other fine electrical-system products, contact Painless Wiring, Dept. MF, 9505 Santa Paula Dr., Fort Worth, TX 76116-5929, 817/244-6898.





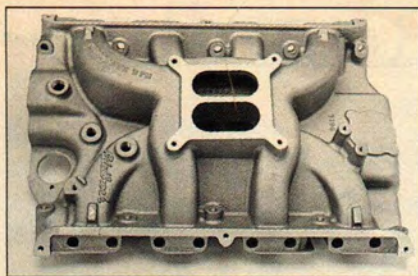
## Bolts From The Blue

We're excited by the abundance of hardware that AMK Products is making available for vintage Mustangs and special-interest Fords. AMK Products is reintroducing Ford's unique Ramp-Lok exhaust-manifold bolt for '58-'84 model-year engines. These tough Grade 5 bolt and washer assemblies are manufactured in the United States to Ford's original specifications. The special Ramp-Lok design was first introduced in 1966. For more information contact AMK Products, Dept. MF, 18600 E. 96th St., Broken Arrow, OK 74012, 918/455-2651.



## Headers For Windsors

Hedman introduces two new headers designed specifically for the 351W swap into '64½-'73 Mustang/Cougars. Both the shorty and long-tube headers have 1½-inch primary tubes channeling the pulses into 3-inch collectors. The shorty header (No. 88650) is designed for lowered Mustangs and Cougars while the long-tube (No. 88660) is a full-length header for all-out performance applications. For more information contact Hedman Hedders, Dept. MF, 16410 Manning Way, Cerritos, CA 90703, 310/921-0404.



## Performer RPM FE

If you're seeking quick, bolt-on torque from your Ford FE big-block 390, 427 or 428 restomod, look to Edelbrock's new Performer RPM FE (No. 7105) intake manifold. The Performer RPM FE is specially designed to deliver with the FE Low- and Medium-Riser heads, which makes it an outstanding choice for street applications where improved torque is important. For more information contact Edelbrock Corporation, Dept. MF, 2700 California St., Torrance, CA 90503, 310/781-2222.



## Ratchet Raves

Speaking of tools designed to ease your restoration efforts: Consider the PROTECH ratchet wrench designed for access into the tightest of locations. This six-point ratchet design is gearless operating in 2-degree increments using needle bearings. Sets come with four gearless wrenches ranging in size from ¾-¾ inch. For more information contact PROTECH PRODUCTS, Dept. MF, 405 S. Victory Blvd., #E, Burbank, CA 91502, 818/558-1146.

## Bolt-On Cleveland EFI

We've seen electronic fuel injections (EFI) for 5.0/5.8L V8s, not to mention for the FE big-blocks, more recently. It tends to make the Cleveland guys feel left out. Not anymore. Performance West, located high in the Colorado Rockies, has been burning the midnight oil for 351C enthusiasts. The result is Performance West's all-new EFI system for 351C engines. The long-overlooked Cleveland engine makes plenty of torque with Performance West's new system, which uses widely available off-the-shelf components designed for a variety of Ford applications. For more information contact Performance West, Dept. MF, 6076 W. 55th Ave., Arvada, CO 80002, 303/424-5156.

## Car-Care Innovations

Protecting your vintage Ford's finish is a science in itself. That's why The Wax Shop has a broad product line designed to help you, the vintage Ford enthusiast. Super Glaze is, undoubtedly, one of the best automotive waxes ever made because it is used by motorsports professionals who understand its easy application and rub-out. Clear Coat Liquid Wax works very well with today's high-tech basecoat/clearcoat finishes because it is a mild abrasive. Super Glaze Plus is a creamy formula designed to bring back the finish, restoring the paint to a brilliant finish. For more information contact TWA Industries, Dept. MF, P.O. Box 10226, Bakersfield, CA 93389-0226, 800/323-9192 or 805/397-5274.

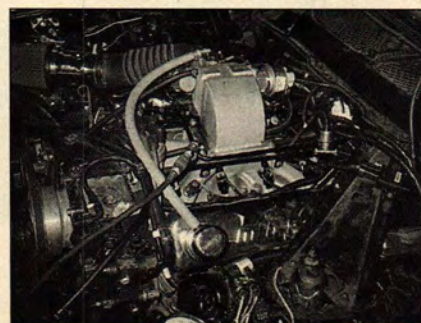


## Playing With Dollies

Tools designed to make a restoration easier are products that we like to promote in *Mustang & Fords*. The Kingsbury Auto/Shop Dollies



are a case in point because they make light work of a restoration that mandates mobility. These high-quality dollies are designed with you, the enthusiast, in mind because they make it so easy to move your collectible car around a garage or workshop. You can position the car's tires on each of the four dollies, or you can position a jackstand on each dolly when working underneath, which is important. For more information contact Kingsbury Dolly Co., Inc., Dept. MF, 128 Kingsbury Rd., Walpole, NH 03608, 800/4-1-DOLLY.



M&F



# Readers' Roundup

## Bakersfield Bullet

After 10 years of faithful service in normal '67 Mustang garb, this Midnight Blue fastback has gone through a metamorphosis—from mild-mannered grocery getter to street-legal 12-second buckin' bronco. Jan and Tiffany Vander-Pool of Bakersfield, California, handled the Jekyll and Hyde changeover with a best scoot of 12.18 seconds at 114 mph on street tires and through the mufflers. They claim it's almost a restomod because the interior and exterior are basically stock with a few additions. The 351 Cleveland four-bolt main block has been bored .030 over and seriously massaged, and the C4 was beefed up to take the strain. Besides going fast, this Mustang has several show awards to brag about. Restomod? Race car? Who cares? It's a fun cruiser!



## Distant Galaxie

Here's a real mother-in-law story. This Forest Green four-door '66 Galaxie is only 55,000 miles old. As Joe Sharps tells it, this cream puff belongs to his mother-in-law and cruises the byways in the fair state of Virginia. The car is original except for the belts, tires and hoses that were

replaced due to age, not wear. After damage from an accident, the car was repaired on the rear quarter, an Allison ignition was added and the Galaxie was back in action. Joe's mother-in-law is again plagued with that infernal question, "Ya wanna sell it?"

## Big Mach

Here's a delicious "Big Mach" owned by Tommy Thompson, who lives in a suburb in Texas, Oklahoma. Tommy has been building '71-'73 Mach 1 Mustangs for about a decade and has turned this '71 into a beautiful combination of drag car and restomod. It's now fitted with a 429, featuring CJ valves, cast manifolds, an 8021 high-rise intake, Line-Loc and a very strong C6. A 4.11-geared locker transfers the power to the tires. The dash is completely custom and features the entire Auto Meter gauge catalog. Tommy entered the Mach 1 in the '95 Yellow Rose Of Texas international show where it took First Place in its class.



## Mr. Gurney's Cat

In 1968, Lincoln-Mercury offered a special Cougar called the XR7-G option, which added a lot of features to the vehicle. The "G" signifies Gurney, for Dan Gurney, the famous race driver. After a 17-month search, Ernie Spragg of Northern California finally located his dream machine, this red XR7-G. These models were built right

next to the Shelby cars at the A.O. Smith conversion facility in Michigan. An electric sunroof was part of the "G" package and was installed by the American Sunroof Company (ASC). The XR7-G package included hood scoop, sports console, hood-locking pins, fog lamps, exhaust tips, vinyl top with power sunroof, tinted glass, AM/FM stereo, white sidewall tires, handling package, automatic transmission and styled steel wheels. Ernie and his family now regularly show their Cougar and have a string of trophies for their cat-tracking efforts.

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# Calendar

## June 2/Cincinnati, OH

The 16th Annual All-Ford Show, sponsored by the Tri-State Mustang Club, will be held at the Forest Fair Mall, I-275 at Winton Road, exit No. 39. Registration will be from 9-12 a.m. This show is open to all Mustangs and Ford-powered vehicles. For information contact Gene at 513/874-7441.

## June 2/Bloomington, IL

The 15th Annual Central Illinois Ford Day show and swap meet will be held at Bob Dennison Ford in Bloomington. There will be 38 classes for all Fords and trophies, dash plaques and door prizes. For information contact John at 309/452-3324.

## June 7-9/Carlisle, PA

Lovers of Fords, Lincolns, Mercurys and Edsels will have their choice of a swap meet, car corral, tech seminars, live entertainment or watching drag races at this huge event. It's the Carlisle All-Ford Nationals, where a '91 Mustang GT will be given away. Gates open at 7 a.m. with a \$6 admission fee for adults; children under 12 get in free. All Ford vehicles are welcome. For information call 717/243-7855.

## June 9/St. Louis, MO

The Show-Me Mustang Club will be hosting its 10th Annual Mustang and All-Ford Show at Lou Fusz Ford in Chesterfield, Missouri. Classes are for all-Ford vehicles, with three trophies per class. This is the club's 10th anniversary show. For information contact Karen at 314/561-8976.

## June 13-15/Steamboat Springs, CO

The Eighth Annual Rocky Mountain Mustang Roundup will be held at the Overlook Lodge for all Ford-powered vehicles. This large show features three days of Ford fun with a "show and shine" and many other attractions, including a driving event. For information contact Jerry at 303/795-2749.

## June 14-16/Biloxi, MS

The Mississippi Coast Mustang Club is hosting its 17th Annual Mustang, Shelby and Ford-Powered Products show inside the Gulf Coast Coliseum on US 90. There will be MCA classes for Mustangs and Shelys and classes for all Ford-powered products. The show is in conjunction with the Coliseum Fair, with 24-hour security provided. For information contact Darlene at 601/875-6221.

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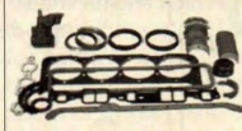
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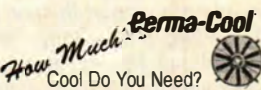
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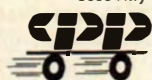
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# Performance Hotline

By Isaac Martin

## 260 Or Not 260?

**Q** Which engine should I put in my '85 Mustang LX hatchback that has a 2.3L and '78 German four-speed? My dad has a 260 from a '64 Fairlane that he's going to sell to me, and I wanted to know if this engine will fit in my car. Also, what would be the best transmission and rear gears? I think maybe 3.75 or 3.89 would be best.

Michael Schramm  
Defiance, OH

**A** You raise a couple of issues about engine selection that need to be considered. First, we don't recommend installing the 260 in your '85 Mustang. From an emissions standpoint, it would be an illegal swap in most states. You cannot install an engine that's older than the chassis it's going into.

But there are more practical points. We are not sure that the engine motor mounts between the 260 and the 302 late model would interchange. For starters, on early 260s the mounting holes on the block were placed further apart than on later 289s and 302s. Plus, in checking TRW's Engine & Transmission Mount catalog, we found that the mounts for a 260 and a 302 are different part numbers.

Finally, the 302 offers several power advantages over a 260. Besides being more current, the added displacement translates into more power and torque. Also the 302's 4-inch bore provides more room for larger valve sizes, so current performance aluminum heads bolt on the 302. They won't fit the 260's 3.80-inch bore. So leave the 260 for an old Falcon Sprint.

As for best transmission, what are you going to use the car for? For pure dragstrip application, it might be a Top Loader four-speed. For the road, there's the T5 five-speed. If you want automatic, the AOD is available. If you don't mind running non-Ford components, GM's 700R4 is a popular performance upgrade. If performance is your goal, an investment in an 8.8 rear end would be wise. As for the axle ratios, a transmission with an overdrive ratio would make a 3.73 or higher useable on the street.

## Restomod Mustangs Are Cool

**Q** I once thought I was locked into a concours restoration simply because restomod wasn't acceptable. But after reading *Mustang & Fords*, I can tell that this idea is spreading like wildfire. I own a '65 coupe, and in my quest for the "perfect Mustang," I was wondering if you could give me a good rule of thumb

for oversized wheels and tires. I don't want to modify the sheetmetal, but I want to bring the rubber up to speed with today's performance cars. If you could tell me the maximum width and backspacing, it would be very helpful.

Rod Dickerson  
Charleston, SC

**A** We agree with you. Restoration is fine, but a lot of Mustang & Fords readers want ponies that offer contemporary performance brakes, suspension, wheels and tires. Your letter comes at an opportune time because we just finished helping a friend install wheels and tires on his '67 coupe. We also conversed with the professionals at Mustangs Plus (Dept. MF, 2353 N. Wilson Way, Stockton, CA 95205, 209/944-9977). Mustangs Plus offers a good selection of wheels that fit '65-'73 Mustangs, beginning with American Racing Equipment Gambler wheel (part No. 1625). This wheel fits a P205/60R15 tire and allows a Mustang to be lowered up to 3 inches. Mustangs Plus also stocks the classic Torq Thrust "D" in 14- and 15-inch diameters, with 7- and 8½-inch widths on 3¼-inch backspacing.

Another option is the Magna race wheel (part No. 04212), which measures at 15x7 inches. With these wheels, you can fit a P225/50R15 tire without interference. If racing is your goal, you can run a 23-inch-tall, 9-inch-wide race tire. Also, you can get these wheels configured in custom backspacing for larger and wider tires. Call Mustangs Plus for details.

Mustangs Plus also offers its Turbo Wheel, which is a 17x8-inch wheel. This can fit a P235/45R17 tire, and Mustangs Plus claims that there is no rubbing throughout the suspension travel (although you might get some rub when the wheel is turned all the way to lock and you're entering a steep drive). The Turbo will fit your '65 car, and since the '65-'66 had the smallest fenderwell openings, the Turbo will fit '67-and-up Mustangs. Another thing we learned was that the 17-inch wheel works because the rim fits above the upper ball joint so there's no interference. Sixteen-inch-diameter wheels aren't recommended because of ball-joint interference, unless you opt for shorter aftermarket upper control arms.

As for sizes, Mustangs Plus suggests keeping in mind these dimensions. Regarding backspacing, between 3¼-4 inches is ideal. As a comparison, the Gambler wheel has a 3¼-inch backspacing.

As for our friend and his '67, he opted for the ARE Torq Thrust "D" in 15x8.5 size in the rear and 15x7 in front, and both had a 3¼-inch backspacing. Wearing a P225/60R15 tire in front, there was no interference.

In back, he considered a P275/60R-15, and when he checked with a mounted tire, there was no interference between the tire and leaf

springs or the inner wheelwells. We loaded the trunk to compress the suspension, and there appeared to be possible fender interference due to the tire's 10.85-inch section width (measured at the tire's widest point). He hasn't made a final decision yet, but he could opt for a P255/60R15 with a 9.92-inch section width that would gain an extra 0.456-inch tire-to-fender clearance.

## Imagine Yourself In A Capri

**Q** I want to purchase a weekend-driver project car this year. What I have found is an '86 Mercury Capri 5.0. The owner seems to think it was a limited edition. Can you shed some light on this for me?

Jerry Popovec  
Belle Vernon, PA

**A** Mercury's badge-engineered Capri has always suffered in the performance shadow of the 5.0L Mustang. Part of the reason is that Lincoln-Mercury never quite got the hang of marketing performance cars. There were some limited-edition efforts, like the special ASC Capris. In 1986, a total of 18,657 Capris were produced, and this number includes fours, V6s and 5.0 liters. Out of that total, 5.0L-equipped cars were relatively low; in that vein your car is a limited production.

It's unlikely it will appreciate much in value. On the other hand, all the 5.0L engine performance parts fit, as does the suspension stuff. Build your Capri as fast as you want, and you'll enjoy the added bonus of a nonbellybutton 5.0 liter.

## Mustang II Go

**Q** I own a '77 Mustang II with a 2.8L V6 and an automatic. I want to put a 302 in it, but will the stock tranny bolt to it? If not, is there a way to change the bellhousing?

David Hill  
Port Angeles, WA

**A** We asked several sources and they confirmed that a 302 won't bolt to the 2.8L V6 transmission bellhousing. However, the V6 trans should be a C4 automatic; you can tell by the transmission pan bolt pattern, which should be rectangular with 11 bolt holes. To install the 302 and use your transmission, you need a small C4 bellhousing, torque converter, starter index plate and 148-tooth flywheel. All these parts are exclusive to the Mustang II because of its small transmission tunnel.

Here's one additional piece of Mustang II tech minutia. It's very difficult to swap a 302 into a '74 model. Ford introduced the 302 in 1975 and, to do so, it made modifications to



the front radiator support area, hood and fascia to make room for the engine.

## The Bigger The Better

**Q** I am currently building a '70 Mustang Grande coupe and I am installing a 460 in it. In your January '96 issue, you did a feature on an IMSA GT Mustang look-alike and I noticed those unbelievable fenders. I don't have the skills or equipment to build my own. I was hoping you might be able to give me a name and address of any aftermarket company that makes similar flared fenders. If not, maybe you could suggest an inexpensive way to build my own.

Otis H. Weeden  
Rehoboth, MA

**A** To update readers who might have missed the feature, Randy Somas of Plover, Wisconsin, rebuilt his '67 Mustang fastback and, inspired by a Roush Racing IMSA Mustang racer, fabricated a set of awesome-looking fenders that cover 15x10-inch wheels with P295/50VR-15 radials in back. In fact, it looks as if he wanted a P350/50 tire, and it would fit nicely. Besides being wide, the flares encompass the whole fender panel. The only shop of which we're aware that carries Mustang fender flares is Maier Racing Enterprises (Dept. MF, 22215 Meekland Ave., Hayward, CA 94541, 510/581-7600), and its are only 3-inch flares—puny compared to Randy's.

If you're talking about custom fabrication, we don't know of an inexpensive way to build your own. Randy's flares are all steel and he spent "several hundred hours over a three-year period" forming and finishing them. That is not cheap. Sorry we didn't have a more positive answer for you.

## Mach It To Me

**Q** I'm the proud owner of a '72 Mach 1 with a 351C-2V. Since I've owned the car, I've added a Holley 600-cfm four-barrel carb, Edelbrock Performer 351-2V intake, a Crane XR-700 ignition and Accel Coil. The engine has never been rebuilt and only the heads were port matched and polished back in 1990. The trans is an FMX, and the rear end is an open-style differential with 2.75:1 gears. On the exhaust side are Hedman headers and Flowmaster two-chamber mufflers. The interior has been gutted, and now the car weighs 3460 pounds. I just recently bought K&N filters of different sizes, one for the emission factor and the others for pleasure and racing. Is there anything else I could do to enhance performance legally?

Peter Jean  
Pacifica, CA

**A** Two things come to mind: First, we assume that your short-block is stock, meaning you have the stock cam. We would suggest contacting a cam manufacturer, such as Crower (Dept. MF, 3333 Main St., Chula Vista, CA 91911-5899, 619/422-1191), to find a grind that would wake up your 351C and be environmentally friendly. When you do, however, you will be asked the question we're going to ask you now. What do you use the car for?

The second thing that comes to mind is the rear end. At minimum, you should upgrade to a Traction-Lok differential with a ratio in the range of 3.25 or 3.55:1. That will certainly boost your pony's starting-line sparkle, but it could wreak havoc with cruise rpm and mileage.

## How To Restore A Mustang

**Q** I'm 16 years old, and the car I want to drive is a '68 fastback with an original 302-4V and three-speed automatic. The car was parked for 13 years and had close to 110,000 miles. I want to get this car on the road as quickly as possible, but I don't know how to get started. What should I do, and how much will it cost?

Rich Wildernuth  
Royerstard, PA

**A** There's no magic or set formula for getting a car that's been dormant for that long up and running. The first thing would be to get the engine running. Then you may want to have the carburetor rebuilt, drain the oil and change the filter. Don't forget about adding a fresh load of coolant to the radiator. As for restoring it, there are several excellent how-to books available, such as *How to Restore Your Mustang*, that give a good overview of the steps to follow. Contact California Mustang (Dept. MF, 19400 San Jose Ave., Industry, CA 91748, 800/775-0101) to order it. Cost is impossible to estimate. It would depend on how detailed you want to be in restoration and how much work is performed by outside sources.

## Aloha Cleveland

**Q** I found a '70 Cougar convertible that was owned by a little old lady who bought it new in Honolulu. It was parked for 10 years. I am about to rebuild the 351C four-barrel engine, and I would like to know where I can go for information to guide me though this potentially scary process. Not many people over here know what the engine is, so to get the job done right I decided to do it myself. Mahalo nui loa (many thanks).

Todd Ramsay  
Waikiki Beach, HI

**A** We think this is the first tech letter we've received in a long time from the aloha state. Rebuilding your first engine can be intimidating, but with help it's really not that difficult. While non-Ford car guys may not know what a 351C is (it has been out of production for 23 years), rest assured that there are plenty of brand-name engine-rebuilding parts available. What you need to do is tap into a good source of Ford information. We would suggest contacting the Aloha Mustang and Shelby Club of Hawaii (Dept. MF, P.O. Box 6216, Honolulu, HI 96818, 808/261-4090). We bet that a lot of members know about 351Cs and no doubt members have rebuilt them, so they can probably recommend machine shops for getting quality work done.

## Please Put Your Arm Down

**Q** I own a '71 Mustang coupe, and I want to make it handle better. I have the wheels, tires, shocks and springs figured out. I am getting the Saginaw steering box rebuilt for crisper response. I remember that the early Shelby GT350s had a front suspension modification that helped with wheel camber, but I can't remember exactly what it was. Do you know, and can it be adapted to my '71?

Peter Blowitz  
Toluca Lake, CA

**A** The modification Shelby employed was lowering the upper control arm 1 inch to improve the front suspension camber geometry in turns for improved handling. Pro-Motorsports Engineering, Inc. (Dept. MF, 1672 E. 10770 S., Sandy, UT 84092, 801/571-6097) offers its Negative Wedge Camber Corrector Kit. It improves the camber curves compared to stock and Shelby modifications.

As a short primer, understand that zero camber is true vertical, while negative camber forces the top of the tire inboard and positive tilts the tire out from the car. In a turn, you want to minimize camber change during suspension travel. Doing so ultimately keeps the tread flat on the road for maximum traction.

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# Legislative Outlook

## Fact Versus Fiction And The Infamous CFC/Ozone-Depletion Scare—How Will It Affect You In The Years To Come?

By Jim Smart

**S**taying cool has been a hot topic ever since it was discovered that air conditioning systems could be damaging the ozone layer. In light of the growing ozone-depletion scare, the alleged refrigeration culprit, chlorofluorocarbon (CFC), was banned a few years ago. While the verdict is out on how much damage—if any—these systems are causing, servicing vintage Ford air conditioning systems is becoming tougher and tougher, and the price to do so is skyrocketing. Certainly the tradeoff seems minor in the grand scheme of things, but is it really accomplishing anything?

Writers Rodgelio A. Maduro and Bob Holzknecht presented enlightening, and sometimes hair-raising, information about CFC and the ozone-depletion scare in a January '94 *Machine Design* article. Despite all of the concern over the ozone layer among environmentalists, the article says that there's no accepted consensus among the scientific community on what's causing the ozone to diminish. The article goes on to say that the worldwide CFC ban is expected to cost consumers and governments \$5 trillion.

This trillion-dollar scare started with R-12, the refrigerant long used in automotive air conditioning systems and that sports CFC. Before the outright ban took effect, the Environmental Protection Agency (EPA) mandated R-12 recycling. Although recycling R-12 is costly (because certification and recycling equipment are costly) and difficult (because it requires seeking out a certified refrigeration repair center), it would seem to make good environmental sense.

It makes more sense, for example, than prohibiting the manufacture of R-12 altogether, as happened last year in the United States. There are currently stockpiles of R-12 refrigerant remaining. However, once it is all used up, it is gone forever. Reliable sources tell *Mustang & Fords* that there's a push to destroy these remaining stockpiles, which would force the public to convert R-12 systems to the new and less efficient R-134A refrigerant used in '93-and-newer cars and trucks.

Despite concern over the depleting ozone layer, are such costly measures warranted when the scientific community cannot reach a consensus on the



causes of ozone depletion?

Maduro and Holzknecht said that government taxation and dwindling supplies drove the price of CFC from 50-60 cents per pound in 1991 to \$16 per pound in 1993. Prices have risen considerably since the *Machine Design* article was written. Currently, you can expect to spend upward of \$300-plus for a 30-pound container of R-12. And you must be certified to purchase the time-honored refrigerant.

There was hope that a drop-in replacement for R-12 refrigerant would hit the market in 1994, but there hasn't been a suitable replacement developed to date that is actually available. Although one chemical producer was marketing a propane refrigerant as a drop-in replacement for a while, the

hazards associated with a propane refrigerant speak for themselves. R-12 remains the only choice for an R-12 system unless extensive retrofitting takes place for the use of R-134A.

The article in *Machine Design* goes on to say that R-134A has its own share of problems. First, R-134A isn't as efficient as R-12, which means you'll need a larger condenser and evaporator to make up for the difference. It is not a suitable drop-in replacement for R-12. The two refrigerants will not mix; the R-12 system would require extensive modifications and thorough flushing if you were to use R-134A. Also, you can expect a warmer cabin with R-134A.

What may surprise you is that Greenpeace and the EPA have targeted R-134A for phase out (that's right—a





***This old postwar Ford may not look like much, but it is a wealth of parts and sheetmetal that are no longer available to restorers. For a restorer in the rust-belt region, it is a collectible vehicle that can be restored (recycled) back into use.***

phase out) as a harmful "greenhouse" gas. What's more, there's a shortage of R-134A because no one planned for the sudden demand. Feeling confused? Read on....

R-134A doesn't have the performance history that R-12 enjoys. R-12 is an established and proven refrigerant. As a result, we're learning new things about R-134A. DuPont warns of the hazards of R-134A. What especially caught our attention were R-134A combustible-nature air pressures as low as 5.5 psig at 350 degrees F when mixed with air. This concerns us, especially when you consider that underhood temperatures on a hot day can reach above 250 degrees F. What happens in a collision when refrigeration lines, condensers and evaporators are severed?

What is apparent to us at *Mustang & Fords* is the absence of advanced planning prior to the CFC bans. No one in a decision-making capacity, namely the federal legislative bodies, considered how these bans would affect the public and the manufacturers. These laws were passed with little, if any, forethought about how the switch to a new "ozone-friendly" refrigerant would be implemented.

## Increasing Clunker Concerns

How do we define clunkers? Let us count the ways. The term "clunker" used to apply to an old, worn-out used car that was considered to be an unwise buy. A clunker was once an economic disaster waiting to happen to some poor and unsuspecting buyer. Today, however, society has changed the meaning of clunker to mean any vehicle older than the '82 model year. In 1996, the term clunker applies to any older automobile, regardless of condition, and the legislative bodies who

make our laws want all of them off of the road. Your vintage Mustang is considered a clunker, according to the environmental authorities, big industrial polluters and the auto industry.

The fact is, smog laws and clunker legislation aren't as simple as removing alleged polluters from the highways. Large industrial polluters and the auto industry, long adversaries of big government, have teamed up with "big brother" to transfer pollution responsibility to owners of dated motor vehicles. Industrial polluters, otherwise known as "stationary sources" by the industry and the government, are using old car owners as scapegoats for air-quality shortcomings.

Clunker programs have been created by the industry and the government as a Band-Aid fix for our air-quality problems. But clunker programs don't reduce pollution by any means. Everytime we crush a car or truck, pollution is created via waste oil, fluids and raw materials. Some materials cannot be recycled, which leaves us with waste to burn (polluting the air) or bury in the ground (contaminating the ground and ground water). Crushing an old car simply because it is old doesn't make sense environmentally or economically. It courts messing with our constitutional rights as well.

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Occasionally driven collectible automobiles account for far less air pollution than these stationary sources because hobby vehicles are rarely driven. Motor vehicles driven regularly that do pollute need to be brought into compliance or removed from the road until they do comply. Stationary sources need to look at their own act and take responsibility for their emissions.

Industrial America and Washington—clean up your own act, and leave us alone. We're just having good, clean fun. **MR3P**

**We would like to hear your thoughts and concerns on current legislative issues. What is going on in your state government that can affect the vintage-car hobby? Write to us at Legislative Outlook, c/o Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048.**



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# Rare Finds

## The Super Mustang Emerges From A Scrap Heap

By Jerry Heasley

**H**ave you heard of the Super Mustang? Many enthusiasts of our marque have not, which is probably why this unique—and certainly rare—Ford-built, streamlined dragster remained in obscurity for years. The fact is, the Super Mustang actually surfaced at the 30th Mustang Anniversary Celebration in April 1994 in Charlotte, North Carolina. However, it didn't receive the notoriety that it deserved because few understood what it was.

Months earlier, Mike Guffey, a collector with an abiding interest in preserving vintage drag cars, located this Rare Find. With time running short, he repainted, relettered and generally refurbished the dragster cosmetically for the Mustang cognoscente to "ooh" and "ahh" over it in Charlotte. This one-of-a-kind dragster, though quite obscure in our hobby, is one of the most exciting Rare Finds we have ever seen. And we



*This is very similar to the way Mike Guffey found the Super Mustang: complete, but in need of restoration. Note the Hillborn injection stacks from the 427 Cammer.*

are elated that it has been rescued from a scrap pile in California.

On paper, the car was awesome in 1967. Just imagine a 1567-pound rail, accented with a streamlined body and featured with a unique canopy top, powered by a 427 SOHC big-block that could be set up with either a supercharger or mechanical fuel injection. The Super Mustang was engineered with the chassis disposition of a rail and a super slippery body to make it one of the most streamlined cars ever to hit the dragstrip back then.

The Super Mustang had many unique features, including a starter with a 24-volt system, automatic transmission and coil-over rear suspension with ladder bars, à la the Logghe Chassis funny cars of 1966-1969. Most dragsters of the era used solid-mount rear axles.

Connie Kalitta test drove the Super Mustang without the streamlined body



*Here is the Super Mustang in 1994—destination: Charlotte.*

in the fall of 1966 in Florida in preparation for its debut at the '67 Winternationals in Pomona, California. Once the car was finished, Tom McEwen was the designated Ford factory driver; Connie was in charge of the car's upkeep. *Car Craft* magazine devoted four pages to the Super Mustang in the April '67 issue. After six months of testing, Ford dropped the Super Mustang, and the car virtually vanished—until now.

Apparently Mickey Thompson got the Super Mustang from Ford and stored it until the '80s. When Thompson sold his commercial facilities and selectively took home what he could, the Super Mustang wound up in an outdoor scrap yard in the Los Angeles area. A man who collected streamlined dragsters bought the Super Mustang from the scrap yard and stored it until 1994. When he advertised it in *Hemmings*, Mike was there with the cash.

The seller offered to send Mike photos for \$20. The next day, Mike sent a close friend in California to look at the dragster and put a deposit down on it before it could get away.

Mike could tell that the original canopy had been replaced, which is why the original canopy mold wound up in California. Luckily, Mike has the original canopy design mold that is basically a male pattern and original tooling from Ford Motor Company. He took it down to a plastics company in Indianapolis and had a pair of canopies made from the original mold.

Overall, the Super Mustang was very complete for something abandoned and forgotten. What's most important is that the Super Mustang went to a new owner who is primarily interested in preserving history. Mike's aim is to use original parts in the restoration and to preserve the car as it was in 1967. Look for more on this dragster at a later date here in *Mustang & Fords*. **M&F**



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